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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

—(29.)—

COMMERCIAL REPORTS (1866-67).

Session

5 *February* — 21 *August* 1867.

VOL. LXVII.

ACCOUNTS AND PAPERS:

1867.

THIRTY-EIGHT VOLUMES:—CONTENTS OF THE TWENTY-NINTH VOLUME.

N. B.—*THE* Figures at the beginning of the line, correspond with the N^o at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

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COMMERCIAL REPORTS

RECEIVED AT



THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

DURING THE YEAR 1866.

AUGUST TO DECEMBER.

*Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1867.*

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1867.

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COMMERCIAL REPORTS

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HER MAJESTY'S CONSULS.

BOLIVIA.

BOLIVAR.

*Report by Mr. V. K. Mathisons, Acting Vice-Consul, on the Trade of
Orinoco River, State of Guayana, for the Year 1865.*

IMPORTS.

The gross value of imports amount to 99,455*l.* 19*s.* 10*d.*, being an increase of 8,239 *l.* 1*s.* 10*d.* compared with the year 1863, with an increase in shipping of 2,507 tons.

British.—The value imported by British vessels amounted to 35,714*l.* 4*s.* 10*d.*, being an increase of 25,058*l.* 11*s.* 10*d.* compared with 1863, and 4,634 tons on the shipping.

British Colonies.—The value imported amounts to 13,788*l.* 15*s.* 4*d.* in 20 British vessels with 4,336 tons, and 4 Venezuelan with 50 tons.

Venezuelan.—The value imported by Venezuelan vessels amounts to 2,502*l.* 1*s.* 10*d.*, being a decrease of 35,223*l.* 17*s.* 2*d.* compared with 1863, and a decrease of 4,737 tons on the shipping.

Hanseatic Towns.—The value imported amounts to 56,694*l.* 16*s.* 5*d.* in 4 Hanseatic vessels with 956 tons, 4 Danish with 607 tons, 2 Oldenburg with 398 tons, 1 Hanoverian with 136 tons, 1 Russian with 211 tons, 1 Austrian with 167 tons, and 1 Prussian with 188 tons.

United States.—The value imported amounts to 21,900*l.* 19*s.* 10*d.* in 3 British vessels with 918 tons.

France.—The value imported amounts to 4,544*l.* 16*s.* 10*d.* in 1 Danish vessel with 151 tons, and 1 Oldenburg with 196 tons.

French Colonies.—The value imported amounts to 218*l.* 17*s.* 8*d.* in 1 British vessel with 101 tons.

Danish Colonies.—The value imported amounts to 2,307*l.* 13*s.* 9*d.* in 2 Venezuelan vessels with 313 tons.

EXPORTS.

The gross value of exports amounts to 64,481*l.* 18*s.*, showing an increase of 1,556*l.* 18*s.* compared with the year 1863, with an increase on the shipping of 3,299 tons.

British.—The value exported in British vessels amounts to 9,834*l.* 15*s.* 10*d.*, being an increase of 2,557*l.* 3*s.* 10*d.* compared with 1863.

British Colonies.—The value exported amounts to 2,011*l.* 8*s.* 2*d.* in 35 British vessels with 6,237 tons, 12 Venezuelan with 320 tons, and 2 Dutch with 388 tons.

Venezuelan.—The trade in Venezuelan vessels has considerably decreased, and is confined to carrying cattle to the Colonies; all the vessels formerly trading to New York from this port are now under British colours.

United States.—The value of exports amounts to 16,335*l.* 13*s.* in 4 British vessels with 1,231 tons, 4 Hanseatic with 1,005 tons, 1 Danish with 189 tons, and 1 Russian with 211 tons. Since the war in that country foreign vessels have been deriving the advantage of this trade.

Hanseatic Towns.—The value of exports amounts to 2,541*l.* 7*s.* 4*d.* in 3 Danish vessels with 417 tons, 1 Hanoverian with 135 tons, and 1 Austrian with 167 tons. Hanseatic vessels are principally employed in the trade to New York.

Denmark.—There is no direct export trade with Denmark, and vessels of that nation are always chartered to carry cargoes either to the Hanseatic Towns or New York. The same is the case with the Oldenburg, Hanoverian, Russian, Austrian, and Prussian vessels. The value exported to the Danish Colonies amounts to 87*l.* 0*s.* 6*d.* in 1 Danish vessel with 156 tons, and 1 Oldenburg with 202 tons.

France.—There is no direct export trade to France. The value exported to the French Colonies (Cayenne) amounts to 102*l.* 8*s.* in 1 Dutch vessel with 194 tons: but this trade is not likely to be of any consequence.

Dutch Colonies.—The value exported to Suriram amounts to 394*l.* 4*s.* 9*d.* in 7 Dutch vessels with 776 tons. These vessels are employed exclusively in the cattle trade.

GENERAL REMARKS.

In the Custom-house Returns no imports appear from Great Britain, as last year all British manufactures were brought through Hamburg and Bremen, and the entries of the vessels' cargoes arriving here were made as from those ports.

The value of the imports and exports is at least double the amount stated in the returns, as all the invoices received at the Custom-house are undervalued.

The amount of British manufactures imported at this port is from 60 to 75 per cent. of the total imports.

The import trade with France, Italy, and Spain is daily increasing, although it does not appear in the Custom-house entries, as their productions also come through Hamburg, Bremen, and Trinidad.

Gold dust from the Caratal Mines (canton of Upata) is exported in large quantities, but the value cannot be ascertained, as none is exported by the Custom-house, to evade the export duty, which amounts to 10 per cent. of its value.

The port charges amount to about 1*s.* 10*d.* sterling per ton, and pilotage 12*s.* 10*d.* sterling per foot.

Exchange 6¼ current dollars to one pound sterling.

Cuidad, Bolivar, June 18, 1866.

B O R N E O.

BRUNEI.

Report by Acting Consul-General J. T. F. Callaghan, on the Trade of Brunei for the Year 1865.

Exports from Brunei in the Year 1865.

Articles.					Quantity.	Value.	
Bees' Wax	..	..	..	piculs	213 $\frac{90}{100}$	\$	cts.
Bezoar Stones	..	..	..	catties	3 $\frac{1}{2}$	8,565	00
Birds' Nests, black	..	..	..	"	8	645	00
Ditto white	..	..	..	piculs	3 $\frac{60}{100}$	82	00
Buffalo hides	..	..	..	"	458	4,615	00
Camphor (Borneo)	..	..	..	"	3 $\frac{8}{100}$	3,270	00
Dollars	..	..	..	No.	..	7,946	00
Gutta percha	..	..	..	piculs	400	10,000	00
Padi	..	..	..	"	606 $\frac{70}{100}$	4,500	00
Pearls	..	..	..	catties	11	605	11
Peas	..	..	..	piculs	102	2,271	00
Rice	..	..	..	"	256 $\frac{50}{100}$	118	14
Sago Flour	..	..	..	"	28,030	412	00
Sharks' Fins	..	..	..	"	25	63,067	50
Trepang	..	..	..	"	10	364	00
Total	..	..	..	..	..	195	00
						106,655	75

Brunei, May 7, 1866.

CHILE.

CALDERA.

Report by Mr. Acting Vice-Consul Bains on the Trade of Caldera, and other Places within the Vice-Consular District, in the Province of Atacama, Chile, for the Year 1865.

THE trade of this part of the province, prior to the blockade, has varied little in comparison with that of the preceding year, which, however, was not one of great prosperity.

Copper mining has presented no unusual feature, and with few exceptions, the labours in this principal branch of industry have met with but discouraging returns. Nor has there been any promising discovery in the search for new mines.

In silver mining neither has there been any notable success at either of the mineral districts of Tres, Puntas, or Chañarcillo: two or three well-known mines yielded richly; the benefit from the labours at others were rather prospective than actual.

Smelting, and the reduction of poor "burrows," rejected in more prosperous times, have been active, although copper ores were not abundant for the purpose.

The agriculture of the valley, in the growth of lucerne, barley, and wheat, as farm crops, and of grapes, gourds, and vegetables, as garden produce, was much checked by dearth of water; the Copiapo rivulet to which, by artificial irrigation their growth is due, having diminished from absence of snows on the Cordillera.

The only undertaking of magnitude—the railway to San Antonio, in prolongation of the Caldera and Copiapo line which extends to Pabellon, was retarded by the war. Little remains to be done but the laying of the rails, since landed.

The year has been an eventful one for this district in common with other seats of industry on the coast, from the hostile presence of the naval forces of Her Catholic Majesty, during the three months with which it closed.

The nine months preceding the blockade of Caldera, on the 27th of September, may be said to comprehend all the shipping and export trades for the year. In that view, for comparison of statistics, the value of mineral exports, and amount of tonnage, maintained an even tenour with the year 1864 in the gross. The former, to Great Britain—nine-tenths of the whole—was somewhat above; to the United States there was a decline; the excess being chiefly in copper regulus. In silver bars, and argentiferous regulus there was some increase, but a reduction in silver ores and in bar copper. Of the latter, the shipping, or tonnage, about eight-tenths of which was British, there was a slight increase, partly accounted for by the larger size of the new packets of the Pacific Steam Navigation Company. The remaining two-tenths were principally Chilian coasters.

The blockade having been raised in January of the present year, and the Spanish forces having since left the coast of Chili, it is to be hoped that returning confidence may soon revive trade, which has sustained a severe check, disastrous especially to British subjects and interests here and elsewhere.

Caldera, May 23, 1866.

COQUIMBO.

Report by Mr. Consul Ross on the Trade of Coquimbo, in the Province of Coquimbo, Chile, during the Year 1865.

IN consequence of the disturbed political state of the country arising out of the war with Spain, and of my recent arrival to take temporary charge of this Consular district, the Report, I regret to say, must be very scanty and bare of detail.

Mining.—Very little attention is paid to any other mineral except copper ore. Of this the province produces nearly one-half of the exports from this coast, equal to 2,000 tons of pure copper, monthly, or equivalent, it is believed, to one-fourth of the production of the whole world. This production will probably not be much influenced by the prices of copper, as the principal producers are large capitalists, who must continue their works for years after prices may have fallen to a merely paying figure. A high price might, however, extend the production considerably.

Two mines are working cobalt ore, and there is some production of gold and silver in the southern departments, but of small amount.

Agriculture.—The principal productions are wheat, barley, maize, beans, potatoes, wines and spirits.

An approximate estimate of the productions of the before-mentioned articles in proportion to the amount sown is as follows:

White Wheat	..	40,000 fanegas,	160 lbs.,	16 to 1
Yellow Wheat	..	150,000	"	160 " 11 1
Barley	..	31,000	"	155 " 16 1
Maize	..	34,300	"	160 " 30 1
Beans	..	35,000	"	200 " 14 1
Potatoes	..	27,000	"	200 " 7 1

From grapes were produced approximately 23,000 gallons Mosto, 24,000 gallons Chacoli, 84,000 gallons Chicha, 35,000 gallons Aguardiente.

The stock of animals in the province is 32,000 oxen, 29,000 horses, and 75 000 sheep and goats.

Coquimbo Railway.—This line was projected in November, 1860, and in the early part of the year 1861 the company was formed through the agency of some of the principal British merchants in Valparaiso. The line was opened for traffic in April, 1862.

The objects of the company were, 1st, to establish communication by railway between the port of Coquimbo and the city of La Serena, distant about eight miles on the opposite side of the Bay of Coquimbo, and with the smelting and mining establishment of La Compania (belonging to a British subject, Mr. Charles Lambert), a further distance of two miles in the same direction; and 2nd, to open communication southward with the rich productive mineral districts of the interior of the province of Coquimbo.

Of these the principal are the extensive and productive copper mines of Panulcillo. These mines are said to contain an almost inexhaustible supply of ore of low quality, too poor for shipment, but valuable from

miles per hour for passenger trains, and ten miles per hour for those conveying cargo.

The new line in course of construction is of a heavy character. It crosses a range of hills in its course, rising to the summit by a line five miles in length by a succession of curves, with radii of 500 feet and upwards with gradients of one in twenty-five to one in forty.

The locomotives and rolling stock are of English construction, presenting some peculiarities, the wagons being mounted on six wheels with a radial arrangement for passing sharp curves, and are fitted with continuous brakes on Clark's principle.

Smelting Works.—There are two situated in this port in operation, and one belonging to Mr. Lambert at present not worked. The most extensive smelting establishment is at Guayacan, in the bay of Henadura, where a number of British subjects are employed, numbering, with their wives and families, 158. This establishment, as also the two first-named, belong to Chilians.

Coquimbo, May 18, 1866.

COLOMBIA.

SANTA MARTHA.

Report by Mr. Vice-Consul Stacey on the Trade of Santa Martha for the financial Year 1864-65.

SANTA MARTHA, situated in 11° 18' north, and 74° 15' west of Greenwich, has one of the most commodious harbours of the United States of Colombia. Ships of the largest burthen can enter with ease in all weathers, and moor with safety alongside the wharves. Some contemplated improvements in the shape of extended wharfage accommodation and laying a tramroad of iron betwixt the landing stage and custom house will, when carried out, afford much greater facilities for the discharge and loading of vessels. It is intended also to place, forthwith, a lighthouse on the Morro Rock, at the entrance to the harbour, which, from its elevation, will prove of great benefit, as ships will then be able to enter with equal safety at all hours.

Shipping.—The following Table shows the amount of British and foreign shipping, with the value of the imports and exports by them for the past fiscal year 1864-65—

	Vessels.	Tonnage.	Value of Imports.	Value of Exports.
			£	£
British	35	27,752	957,555	69,250
French	9	1,813	70,400	32,440
Oldenburg	13	2,269	87,450	97,195
Dutch	7	477		
Hanseatic	3	649		
Russian	7	916		
Danish	2	350	10,150	480
American, U. S. . .	2	247		
Italian	1	251	7,800	759
Spanish	1	117		

The Royal Mail (West India) steam ships, one of which arrives monthly at this port, are not included in the above tonnage.

Of the 35 British ships that have entered, 23 have been steamers with merchandise direct from Liverpool, the remainder sailing ships, nine of them with assorted cargoes from New York, one from St. Thomas, and two from Curaçao, in ballast.

The total certified invoice value of imports from Great Britain has been 911,900*l.*, and from foreign countries 175,800*l.*, making together 1,153,350*l.*

There being no official data of the imports of previous years to be found in the Custom-house, it is not possible to furnish a comparative statement of same.

The total declared value of exports, exclusive of treasure, for the past year has been 200,115*l.*, of which 69,250*l.* went in British shipping. Tobacco, quina, cotton, coffee, straw hats, and hides, form the chief articles, and their respective quantities and value have been as follows :—

Articles.			Weight.	Value.
			lbs.	£
Tobacco	..	..	1,897,833	99,735
Quina ..	..	..	951,882	41,822
Cotton ..	..	..	279,426	15,330
Coffee ..	..	..	469,631	12,640
Straw Hats	..	..	..	13,765
Hides ..	..	..	259,942	4,085

The value of the treasure shipments may be approximately estimated at 500,000*l.* to England and 50,000*l.* to France, the whole of which has been conveyed by the Royal Mail Steam Packet Company's ships to Southampton.

Santa Martha, May 20, 1866.

FRANCE.

ALGERIA.

Report by Mr. Consul-General Churchill on the Navigation and Trade of Algeria for the Year 1865.

NAVIGATION.

LOOKED at from a general point of view, the shipping of the coast of Algeria for the year 1865 will be found to differ little from that of the preceding year. The ports of Oran, Algiers, Philippeville, and Bône were, comparatively speaking, empty, to the marked disappointment of the colonists, who cannot understand that Government does not do something to attract foreign shipping ; while the real and only cause of stagnation is to be attributed to there being a paucity of produce to export, and a limited capacity to import.

It is not possible at the present moment to give a perfect account of the British and foreign shipping for the whole coast. Statistics published by the French Government, from which alone such information can be gathered, have yet to be made public on the subject. It can, nevertheless, be ascertained even now, that the number of British vessels that frequented the ports of Algeria during the year 1865 has exceeded that of the preceding year by at least twenty per cent., inasmuch as the British shipping at the ports of Nemours, Oran, Mostaganen, Algiers, Philippeville, and Bône, according to the Consular Reports I have in hand, amounted to 160 vessels, with a measurement of 19,042 tons. But in comparing these figures with those of the year before, it will be seen that although the number of vessels may have increased, the tonnage has diminished, slightly, it is true, but it has diminished, which would show that vessels of a large tonnage are on the decline, and that small craft (plying between Gibraltar and the western extremity of Algeria) are in the ascendant.

In the port of Oran the number of British vessels for 1864 was 66, with a tonnage of 7,146 tons. The total amount of goods imported was estimated at 40,600*l.*, while the value of the exports was 75,100*l.* In 1865, the number of British vessels was 91, and the tonnage, 7,896, giving an increase of only 750 tons for an increase of 25 vessels. The value of the merchandize imported in these vessels was 20,400*l.*, and that of the exports did not exceed 43,300*l.*, from which it is evident that a considerable decrease in both imports and exports had been effected.

I cannot yet say what the foreign shipping of the province of Oran may have amounted to.

The port of Algiers was frequented during the year 1865 by 1,451 merchant vessels of all nations, with a tonnage of 190,049 tons, of which 952 vessels were French, 412 Spanish, 31 Italian, 16 Norwegian, 14 English, and 10 Swedish.

Of the French vessels, 501 were engaged in the direct and indirect trade. In this number are included the mail steamers navigating between Marseilles and Algiers, amounting alone to 157 vessels. Besides these 451 vessels were employed in the coasting trade of Algeria.

Of the British shipping, 12 entered and 3 cleared out with cargoes from and to England, and 2 came from the coast of Spain, the one with

a cargo and the other in ballast, and 9 cleared in ballast for foreign countries.

The usual complaint of English captains coming here is that when they have paid the tonnage dues, pilotage, harbour dues, and brokerage (enumerated in my Report before last) there remains little profit out of the voyage, and, indeed, the same vessel never returns to this coast. The tonnage dues, however, which are the heaviest, amounting as they do to 4 francs a ton, will be done away with in the course of six months from this date, and then French and foreign shipping will have been placed on the same footing.

42 French vessels, measuring 7,037 tons, were laden with coal and cement in England for Algiers. The value of their cargoes is estimated at 19,160*l*. Two Swedish, one Austrian, and one Greek vessel, laden with coal, with an aggregate amount of 892 tons, came likewise from England.

Of the foreign vessels, only one bearing the United States flag, of 240 tons, cleared for England, with a cargo of iron ore.

Apart from the 14 English vessels that entered the port of Algiers, 10 English steamers, averaging from 600 to 1,800 tons each, touched either to coal or to embark pilgrims for Alexandria.

The Spanish shipping, consisting of small balancelles, is mostly engaged in the direct trade, carrying to and fro the animal and vegetable produce of Spain and Algeria. Thus 251 Spanish craft entered, and 208 cleared with cargoes, while 159 entered and 124 cleared in ballast, most of which came from and went to the coast of Spain.

The port of Philippeville received only 6 British vessels, of which 3 entered with cargoes valued at 1,800*l*., and 4 cleared with cargoes estimated at 4,040*l*.

The traffic of that port was carried on by 434 vessels, measuring 95,470 tons.

At Bône, 26 British vessels, carrying 13,750*l*. worth of merchandize, entered, and the same number cleared, carrying away 11,879*l*. worth of the produce of the colony. It is to be observed that all the British vessels that cleared from this port, did so with full cargoes, vast quantities of iron ore of a very rich quality, as well as good hay, being always ready to be carried away, whenever freight is low enough to enable these materials to be exported.

In all, 684 vessels, measuring 108,345 tons, frequented the port of Bône. The merchandize imported is estimated at 424,233*l*., while that exported amounted to 390,700*l*.

The value of the merchandize brought to Algiers from the various ports of the coast amounted to 146,876*l*. The coasting trade is almost exclusively in the hands of the French, and although I am not acquainted with the exact amount of shipping engaged in this trade in 1865, I am in a position to state that 451 French vessels, measuring 26,778 tons, entered the port of Algiers during that period.

The following Tables, which I and the British Vice-Consuls on the coast have been able to draw up from the materials in our possession, will show the direct trade in British vessels from and to Great Britain and the British colonies, as well as the indirect or carrying trade in British vessels from and to other countries at the ports of Oran, Algiers, Philippeville, and Bône. They will also show the foreign shipping at the above ports, except Oran.

TABLE I.

DIRECT TRADE in British Vessels from and to Great Britain and British Colonies and the Port of Oran for the Year 1865.

ENTERED.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
13	12	25	2,359	1,145	3,504	203	£ 17,200

CLEARED.

69	8	77	6,495	239	6,734	509	42,100
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INDIRECT or Carrying Trade in British Vessels from and to other Countries.

Nationality.		ENTERED.							
		Number of Vessels.			Total Tonnage.			of Total Number Crews.	of Total Value Cargoes.
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Algeria	..	1	3	4	186	227	413	27	£ 200
Egypt	..	..	1	1	..	434	434	14	..
France	..	..	4	4	..	1,054	1,054	43	..
Italy	..	..	1	1	..	395	395	14	..
Morocco	..	4	5	9	96	65	161	47	1,500
Spain	..	3	43	46	95	1,702	1,797	250	1,500
Tunis	..	..	1	1	..	138	138	7	..
Total ..	..	8	58	66	377	4,015	4,392	402	3,200
Nationality.		CLEARED.							
		Number of Vessels.			Total Tonnage.			of Total Number Crews.	of Total Value Cargoes.
		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Algeria	..	..	3	3	..	652	652	30	..
Morocco	..	6	3	9	89	270	359	55	1,200
Portugal	..	..	1	1	..	139	139	7	..
Spain	..	..	1	1	..	12	12	4	..
Total ..	..	6	8	14	89	1,073	1,162	96	1,200

TABLE II.

RETURN of British shipping at the Port of Algiers in the year 1865.
DIRECT Trade in British Vessels from and to Great Britain and the
British Colonies.

ENTERED.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
12	..	12	2,707	..	2,707	104	£ 3,904

CLEARED.

3	2	5	499	287	786	737	3,060
---	---	---	-----	-----	-----	-----	-------

INDIRECT or Carrying Trade in British Vessels from and to other
Countries.

Nationality.	ENTERED.							
	Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Spain	1	1	2	13	96	109	10	£ 20
Total	1	1	2	13	96	109	10	20
CLEARED.								
Algeria	..	4	4	..	822	822	30	..
Spain	..	2	2	..	424	424	16	..
Turkey	..	1	1	..	260	260	10	..
Austria	..	1	1	..	390	390	13	..
Portugal	..	1	1	..	134	134	8	..
Total	..	9	9	..	2,030	2,030	77	..

TABLE III.

RETURN of British and Foreign Shipping at the Port of Algiers in the year 1865.

Nationality.	ENTERED.									Value of Cargoes.
	With Cargoes.			In Ballast.			Total.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
French ..	..	..	..	..	..	..	501	12,987	..	£
Spanish ..	251	7,982	1,738	159	7,141	1,054	410	15,123	2,792	7,109
Italian ..	26	1,791	218	5	835	60	31	2,626	278	8,000
Norwegian ..	16	5,626	198	..	..	..	16	5,626	198	12,800
Swedish ..	9	2,145	94	..	..	..	9	2,145	94	6,000
Austrian ..	6	2,355	72	..	..	..	6	2,355	72	9,288
Prussian ..	2	318	17	1	200	9	3	518	26	3,000
Ottoman ..	..	..	..	2	227	28	2	227	28	..
Dutch ..	1	465	25	1	72	12	2	537	37	..
American ..	1	240	8	..	..	..	1	240	8	960
Mecklenburg ..	1	320	12	..	..	..	1	330	12	1,320
Greek ..	1	350	10	..	..	..	1	350	10	640
British ..	13	2,720	108	1	96	6	14	2,816	114	3,904
CLEARED.										
French.. ..	..	..	..	..	..	..	..	..	..	..
Spanish ..	288	11,838	2,040	124	3,380	801	412	15,218	2,841	69,896
Italian ..	11	1,189	110	12	1,148	116	23	2,337	226	9,480
Norwegian ..	..	..	..	16	5,626	198	16	5,626	198	..
Swedish ..	..	..	..	10	2,554	110	10	2,554	110	..
Austrian ..	..	..	..	..	..	..	6	2,355	72	..
Prussian ..	..	..	..	..	..	..	3	518	26	..
Ottoman ..	2	227	28	..	..	..	2	227	28	..
Dutch ..	2	537	37	..	..	..	2	537	37	..
United States ..	1	240	8	..	..	..	1	240	8	224
Mecklenburg ..	..	..	..	..	..	..	1	330	12	..
Greek ..	..	..	..	..	..	..	1	350	10	..
British ..	3	499	23	11	2,317	91	14	2,816	114	..

TABLE IV.

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade
at the Port of Algiers in 1865.

Nationality.	ENTERED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French	440	120,383	61	9,489	501	129,873
Spanish	397	14,797	13	326	410	15,123
Italian	25	1,144	6	1,182	31	2,626
Norwegian	1	301	15	5,325	16	5,626
Swedish	7	1,878	2	267	9	2,145
Austrian	5	2,080	1	275	6	2,355
Prussian	..	..	..	..	3	518
Ottoman	..	..	2	227	2	227
Dutch	1	465	1	72	2	537
United States ..	..	..	1	240	1	240
Mecklenburg .. .	..	..	1	330	1	330
Greek	..	..	1	350	1	350
	CLEARED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French	..	..	..	..	..	..
Spanish	404	14,977	8	241	412	15,218
Italian	17	1,324	6	1,013	23	2,337
Norwegian	..	..	16	2,626	16	2,626
Swedish	..	..	10	2,554	10	2,554
Austrian	..	..	..	..	6	2,355
Prussian	..	..	..	..	3	518
Ottoman	..	..	..	..	2	227
Dutch	1	72	1	465	2	537
United States ..	..	..	1	240	1	240
Mecklenburg .. .	..	..	..	..	1	330
Greek	..	..	..	..	1	350

TABLE V.

RETURN of British and Foreign Shipping at the Port of Stora, Philippeville (Algeria) for the Year 1865.

Nationality.	ENTERED.									
	With Cargo.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British ..	3	447	28	3	216	26	6	664	54	£ 1,300
French and Algerian }	281	85,116	6,967	..	..	..	281	85,116	6,967	1,276,560
Austrian ..	2	862	28	..	..	..	2	862	28	1,879
Swedish and Norwegian }	6	1,770	66	..	..	..	6	1,770	66	10,900
Italian and Roman }	41	2,929	364	67	2,823	444	108	5,752	808	12,659
Spanish and Portuguese }	27	985	173	3	101	19	30	1,086	192	3,896
Greek ..	1	220	10	..	..	..	1	220	10	306
Total { 1865..	361	92,359	7,636	73	3,140	489	434	95,470	8,125	1,307,500
{ 1864..	341	74,901	6,896	106	8,405	990	447	83,306	7,896	965,034
Increase ..	20	17,458	740	..	..	..	..	12,164	229	342,467
Decrease ..	..	..	..	33	5,265	501	13	..	..	..
	CLEARED.									
	With Cargo.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British ..	4	380	38	1	269	10	5	650	48	4,040
French and Algerian }	251	81,758	6,611	1	28	4	252	81,786	6,645	855,033
Austrian ..	..	..	..	2	862	28	2	862	28	..
Swedish and Norwegian }	..	..	..	6	1,770	66	6	1,770	66	..
Italian and Roman }	102	5,399	766	2	140	14	104	5,539	780	65,744
Spanish and Portuguese }	30	1,105	197	1	30	5	31	1,135	202	3,520
Greek ..	..	..	..	1	220	10	1	220	10	..
Total { 1865..	387	88,643	7,642	14	3,319	137	401	91,962	7,779	928,337
{ 1864..	435	81,177	7,663	10	1,454	86	445	82,631	7,749	1,028,224
Increase ..	..	7,466	..	4	1,865	51	..	9,331	30	..
Decrease ..	48	..	21	..	..	..	44	..	..	99,887

TABLE VI.

RETURN of British and Foreign Shipping at the Port of Bône in the Year 1865.

Nationality.	ENTERED.									
	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British ..	10	786	68	16	3,726	205	26	4,512	273	13,750
French.. ..	281	83,298	6,523	35	5,899	749	316	89,197	7,272	381,757
Austrian ..	1	180	7	..	..	..	1	180	7	1,040
Italian... ..	60	3,560	450	234	9,448	1,573	294	13,008	2,023	23,483
Spanish ..	14	473	87	8	56	35	22	629	122	1,603
Swedish ..	2	731	23	..	..	..	2	731	23	1,720
Barbary States.	9	93	45	14	196	79	23	289	124	880
Total ..	377	89,121	7,203	307	19,325	2,641	684	108,446	9,844	424,233
CLEARED.										
British ..	26	4,512	273	..	..	..	26	4,512	273	11,879
French.. ..	308	86,938	7,087	8	2,259	185	316	29,197	7,272	247,873
Austrian ..	..	..	..	1	180	7	1	180	7	..
Italian ..	282	12,477	1,942	12	531	81	294	13,008	2,023	126,123
Spanish ..	10	332	62	12	197	60	22	529	122	807
Swedish ..	1	260	10	1	471	13	2	731	23	2,727
Barbary States.	21	125	116	2	63	8	23	188	124	1,392
Total ..	648	105,444	9,490	36	3,701	354	684	108,345	9,844	390,701

TABLE VII.

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Bône in the Year 1865.

Nationality.	ENTERED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French ..	216	58,498	100	30,699	316	89,197
Austrian ..	1	180	..	..	1	180
Italian ..	60	3,560	..	..	60	3,560
Spanish ..	22	529	..	..	22	529
Swedish ..	2	241	..	..	2	241
Barbary States..	52	572	..	..	52	572
Total ..	353	63,580	100	30,699	453	94,279
Nationality.	CLEARED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French ..	308	70,159	5	925	313	71,084
Austrian ..	1	180	..	..	1	180
Italian ..	60	3,560	5	726	65	4,286
Spanish ..	13	450	2	63	15	513
Swedish ..	..	..	2	241	2	241
Barbary States..	55	577	..	..	55	577
Total ..	437	74,926	14	1,955	451	76,881

A line of commercial steamers connecting Cadiz with Tangiers, Gibraltar, Malaga, Oran, Algiers, Philippeville, Bône, and Tunis is about to be established, and its inauguration is to take place on the 7th July next. It is to consist of a weekly departure from Algiers for the west, and a weekly communication with Bône towards the east; communication with Cadiz, via Gibraltar, will take place twice a month. The concession has been granted to the "Messageries Impériales Company," whose steamers are well known in the Mediterranean. The postal service on this coast has hitherto been carried on by Government despatch boats set apart for the purpose, but the accommodation afforded to passengers by this arrangement has never been praised. Even with letters of recommendation to the commanding officer, complaints have frequently been made by the French, as well as by foreigners, of the want of common civility on board; nor, indeed, is it to be expected that officers of any navy should experience much gratification in having their decks encumbered with packages and passengers of every description. It was, in fact, considered as work beneath them, and they did not take any trouble to disguise their feelings. The change, when it takes place, will thence be acceptable both to the French navy and to the public; and when the line is in due working order, I have reason to believe that it will induce many a traveller, with whom time may be of no consideration, proceeding from Gibraltar to Malta, or *vice versâ*, to pass through the principal ports of this interesting coast, which but forty years ago was the refuge of the most daring pirates. Its establishment is, moreover, calculated to create a trade for itself, and it will prove a boon to travellers coming from Marseilles, and who do not wish to return to Europe the same way they came. Unfortunately for many wishing to visit this sanitarium, which in winter is as mild as Cannes, Hyères, and Nice, and possesses as soothing a climate as any of those well-known places, there still remains the forty hours' passage from Marseilles, which, in winter, is not unfrequently protracted to a full three days' journey.

It is difficult to understand how it is nobody has ever thought of having a line between Oran and Carthage in Spain, for the distance between these two seaport towns, one of which is connected by rail with Paris, is within 130 miles of Oran, or a fourth of the distance existing between Marseilles and the coast of Africa. This intervening space between Spain and Oran might be got over in 9 or 10 hours, and a fine passage might be secured at any time. The climate of Oran is as good as that of Algiers for invalids. It may be that the actual lack of a good road and proper means of conveyance between Oran and Algiers is to account for this seeming neglect of so palpable an advantage, but there will be no excuse for its non-existence when Algiers becomes connected with Oran by rail, as it will be in a few years.

TRADE AND COMMERCE.

According to the statistical information published this year in France by the Director-General of Customs, the trade of Algeria, last year, amounted to 10,123,388*l.*, of which 8,222,988*l.* represents the trade carried on between the colony and the mother-country, and the remaining 1,900,400*l.* represents the part that foreign nations took in that trade.

In analyzing these figures, it is found that the exports of Algeria amounted, in round numbers, to 4,188,000*l.*, and the imports to 5,932,000*l.*

Of the exports, 1,140,000*l.* worth went to foreign countries, and 3,048,000*l.* to France.

Of the imports, 772,000*l.* worth came from foreign countries, and 5,160,000*l.* from France.

From the above items the following conclusions may be drawn, viz., 1st. That 72 per cent. of the exports went to France, while only 28 per cent. went to foreign countries; 2ndly. That 87 per cent. of the imports came from the mother country, while only 13 per cent. came from foreign ports; 3rdly, That Algeria exported to foreign ports 50 per cent. more than it imported therefrom; 4thly. That it imported from France 69 per cent. more than it exported thereto; and, 5thly. That the general importations exceeded the general exportations by 42 per cent. over and above the latter.

The following Tables will show, in detail, the nature of the goods imported and exported during the year 1865:—

TABLE VIII.—IMPORTS for the whole of Algeria during the Year 1865.

Articles,		From France.	From other Countries.	Total.
Salted Meat	cwt.	11,325	683	12,008
Lard	"	10,220	596	10,816
Cheese	"	16,439	1,705	18,144
Seafish	"	8,639	2,431	11,070
Flour	sacks	11,689	452	12,141
Rice	cwt.	9,769	21,925	31,694
Potatoes	"	99,407	2,986	102,393
Vegetables, dried	"	23,660	6,550	30,210
Fruit, Dried	"	3,667	6,334	10,501
" Fresh	"	7,188	78,152	85,340
" Oleaginous	"	8,549	5,532	14,181
Sugar, Raw	"	4,139	13,552	17,691
" Refined	"	123,010	..	123,010
Coffee	"	13	45,834	45,847
Tobacco, Unmanufactured	"	624	13,366	13,990
Oil, Olive	Imp. gals.	18,063	129,033	147,096
" from Grains	"	123,245	135,807	269,052
Timber, Hewn	cubic yds.	3,172	14,993	18,165
" Sawn	"	101,278	2,839,282	2,940,560
Building Materials	value £	45,533	2,608	48,141
Coals	tons	21,368	22,875	44,243
Iron and Steel, Cast	"	2,127	5,943	8,070
Soap, Common	cwt.	65,636	5	65,641
Stearine, Manufactured	"	8,124	..	8,124
Wines of all Sorts	Imp. gals.	7,924,050	1,265,422	9,189,472
Spirits	"	509,044	42,111	551,155
Earthenware	cwt.	21,594	1,376	22,970
Chinaware	"	12,334	8,696	21,030
Glass, Cut and otherwise	value £	46,680	530	47,210
Cotton, Manufactured	"	2,022,785	51,038	2,073,823
Linen, Manufactured	"	309,296	1,130	310,426
Wool and Goats' Hair, Manufactured	"	341,560	7,599	349,150
Silk, Manufactured	"	169,530	5,015	174,545
Paper and Pasteboard	cwt.	20,712	6	20,718
Skins, Manufactured or otherwise	value £	233,848	1,672	235,520
Metals, Manufactured	"	85,620	39,938	125,558

TABLE IX.—EXPORTS from Algeria in the Year 1865.

Articles.					To France.	To Foreign Parts.	Total.
Horses	..	..	..	number	371	462	833
Oxen	..	..	..	"	12,689	12,644	25,333
Goats and Sheep	..	..	..	"	164,478	50,648	215,126
Leeches	..	..	..	thousands	828	379	1,207
Hides, Raw	..	..	..	cwt.	23,757	2,340	26,097
Wool in Masses	..	..	..	"	136,669	372	137,041
Silk, Raw	..	..	..	"	95	1	96
Wax, Raw	..	..	..	"	1,396	130	1,526
Tallow, Raw	..	..	..	"	8,895	29	8,924
Seafish	..	..	..	"	25,906	42	25,948
Coral, Raw	..	..	..	"	308	309	617
Bones and Horns	..	..	..	"	24,850	37	24,887
Wheat	..	..	..	Imp. qrs.	77,311	97,479	174,790
Barley	..	..	..	"	89,277	87,200	176,477
Flour	..	..	..	sacks	10,611	36,950	47,561
Bread and Biscuit	..	..	..	cwt.	160	110	270
Vegetables, Dried	..	..	..	"	41,367	54,996	96,363
" Fresh	..	..	..	"	14,956	2,121	17,077
Fruit, Fresh	..	..	..	"	43,425	640	44,065
" Dried	..	..	..	"	24,122	645	24,767
Tobacco, in Leaf	..	..	..	"	62,763	1,233	64,016
" Manufactured	..	..	..	"	664	8,368	9,032
Oil, Olive	..	..	..	Imp. gal.	156,372	545	156,917
Cork, Unprepared	..	..	..	cwt.	12,607	16	12,623
Reeds	..	..	..	"	3,962	26,464	30,426
Cotton, Raw	..	..	..	"	10,301	2	10,303
Imitation Horsehair	..	..	..	"	51,521	11,334	62,855
Palmetto Leaves	..	..	..	"	419	7	426
Hay	..	..	..	tons	3,250	3,947	7,197
Rags	..	..	..	value £	19,998	18	20,016
Lead, Unprepared	..	..	..	cwt.	11,343	..	11,343
Iron Ore	..	..	..	tons	49,172	3,278	52,450
Copper Ore	..	..	..	"	1,150	10	1,160
Lead Ore	..	..	..	"	1,692	150	1,842
Curiosities and Specimens	..	..	..	value £	4,608	76	4,684

It may not be uninteresting to follow up the progress that has been achieved in the exportation of horned cattle in the last eight years. Thus, in 1858, only 145 head of oxen were exported to France; in 1859, during the Italian campaign, when cattle were undoubtedly in great requisition in the south of France, the exportation did not exceed 657; in 1860, it amounted to 851. It is only in 1861 that Algerine cattle appear to have attracted notice, for, in that year, the exportation of this commodity to France amounted to 5,244 head. In 1862, it was 4,854 oxen, and 19,319 sheep. Sheep were for the first time exported in 1862. In 1863, 1,678 oxen, and 77,659 sheep; in 1864, 11,233 oxen, and 100,763 sheep; and in 1865, 12,588 oxen, and 156,860 sheep were exported to France. It may be drawn from these figures that the exportation of horned cattle has become an object of no little importance. But France is not the only country that imports Algerine cattle, for last year, from the port of Algiers alone, were exported to Spain 5,050 oxen and 28,559 sheep. Hitherto, no cattle of any consequence has been sent to England, and, indeed, although at first sight it has all the appearance of a good speculation, it would, in my opinion, have been a grievous error to have tried to import Algerine cattle in England; for, besides the fact that oxen here are of a very diminutive size (three going to a good sized

English bullock), they would have fallen off so much during the sea voyage, that they would have required at least three months' feeding to pick up flesh again. It is perhaps as well for all concerned, that the south of France should have the benefit of our Algerine cattle to the exclusion of England, and the more these markets are resorted to, the better will the folks of Southern France be enabled to send on towards the north their own cattle, consisting of a larger breed more suitable to our markets. I do not for a moment entertain the notion that the cattle of the south of France will, by this process, reach England; but what I maintain is, that the fact of a supply of animal food being easily obtained at Marseilles from Algeria, will tend to stimulate the general current that will naturally create itself whenever a supply of the same nature has been rendered scarce elsewhere (within a certain distance, of course), by artificial means, such as disease or war.

In comparing the general importations of 1865 with those of the preceding year, it will be perceived that an increase has been effected in almost every article. Of these the most prominent are potatoes, whose importation has increased by 20,000 cwt.; fresh fruits increased by 17,000 cwt.; as also refined sugar, by 9,660 cwt.; iron and steel, by 4,000 tons; cotton wares, by 718,000*l.*; linen wares, by 76,000*l.*; and silk wares, by 46,288*l.* A slight falling off has occurred in coal, manufactured leather, flour, rice, and dried fruits, but it is nothing as compared with the general increase.

On the other hand, in comparing the tables of exportations for the years 1864 and 1865, it will be found that the increase in some articles is more than counterbalanced by the diminution on others, thus, while we have an increase of 73,119 head of sheep, 925 head of oxen, 5,670 sacks of flour, 18,000 cwt. of fresh fruit, 5,600 cwt. of cork, 2,426 cwt. of cotton, 46,188 cwt. of "*crin végétal*" or artificial horsehair, 3,400 tons of hay, and 21,394 tons of iron ore, we have a much more important decrease of 97,605 qrs. of wheat, 168,385 qrs. of barley, 6,400 cwt. of tobacco, 782,444 imperial gallons of olive oil, and 33,880 cwt. of alfa.

Now, in setting down the preceding articles at their average value, viz—

	£	s.	d.	
Sheep.. .. .	at	0	15	0 per head
Oxen	"	5	0	0 "
Wheat	"	2	0	0 per qr.
Barley	"	0	18	0 "
Flour	"	2	0	0 per sack
Dried Vegetables	"	0	18	6 per cwt.
Fresh Fruits	"	0	12	0 "
Tobacco	"	1	10	0 "
Olive Oil	"	0	4	6 per gal.
Cork	"	1	3	0 per cwt.
Alfa and Reeds	"	0	5	6 "
Cotton	"	1	10	0 "
Crin Végétal	"	0	12	6 "
Hay	"	2	5	0 per ton
Iron Ore	"	0	11	6 "

we have an aggregate increase of 140,460*l.*, and an aggregate falling off of 541,450*l.*, making the enormous difference, in less, of 400,990*l.* as compared with the exports of the year 1864.

This decrease is principally due to the failure of the wheat and barley crops of last year, and to the total failure of the supplies of olive oil in the Kabyle mountains, nor is it reasonable to attribute it to any other causes.

For the port of Algiers the exportation trade may be summed up in the following manner—

FRANCE.

Exports to						£
France..	..	..	..	..	..	504,206
Spain ..	..	..	..	..	..	60,964
England	..	..	..	..	..	5,238
Egypt ..	..	..	..	..	..	3,883
Italy ..	..	..	..	..	..	749
Total ..						£679,040

The principal articles of exportation to France were wool in masses, sheep, tobacco in leaf, prepared tobacco, "crin végétal" or imitation horsehair, olive oil, cotton, iron and copper ore, and tallow; and of these goods the Messageries Impériales steamers carried to Marseilles over 7,300 tons.

The exports to Spain were oxen, sheep, tobacco in leaf, and flour. The actual quantity of tobacco exported to Spain is not known, as vast quantities are smuggled into the country in the small balancelles that navigate between Algeria and the coast of Spain.

To England was exported 2,032 cwt. of "crin végétal," 403 tons of iron ore, and 10 tons of copper ore.

Hay, oxen, sheep, and bricks, were exported to Egypt.

According to the Returns furnished me by Mr. Vice-Consul Ellul, the exports from the port of Stora (Philippeville) amounted, in 1865, to 928,336*l.*, making a difference, in, less of 99,887*l.* over the year 1864.

The principal articles exported from that port were wheat and wool, in the foremost rank, and flour, tobacco, cattle, rags, casks, cork, hides, and barley, in the second.

The following are the countries that were engaged in this export trade—

						£
France..	..	..	..	..	..	812,728
Italy ..	..	..	..	..	..	71,795
England and the British Possessions	..	..	..	..	..	20,103
Tunis and the Levant	..	..	..	..	..	20,060
Spain and Portugal ..	..	..	..	..	..	3,650

Here, on account of the geographical position of the port, situated as it is closer to Italy than to Spain, the export trade with the latter is next to nothing, while that of Italy assumes vast importance.

Our own trade is mostly that carried on with Malta.

At the same port the importations amounted to 1,307,500*l.*, being 343,466*l.* over and above those of the year 1864.

The most important articles of importation at Philippeville, which is in direct communication with the inland town of Constantine, were cotton manufactures, wine, woollen stuffs, alcohol, sugar, linen and silkwares, coffee, iron, and timber.

The nations that participated in this trade were—

						£
France..	..	..	..	..	..	1,271,174
Norway and Sweden..	..	..	..	..	..	13,700
Tunis and the Levant	..	..	..	..	..	6,700
Spain and Portugal ..	..	..	..	..	..	6,428
Italy ..	..	..	..	..	..	5,792
Austria	..	..	..	..	..	1,878
England	..	..	..	..	..	1,826

At the port of Bône, according to Mr. Vice-Consul Llambias, the exports amounted during the year 1865 to 390,701*l.* They were made up for the most part of wheat, coral, oxen, cork, tobacco, and iron ore; and France and Italy were, as it is natural they should be from the geographical position of Bône, the two principal nations engaged in this

trade. England's share of it amounted to 11,879*l.*, and consisted of oxen, iron ore, hides, horses, and mules, mostly sent to Malta.

The importations at that port amounted to 424,234*l.* They consisted principally of cotton, woollen and linen wares, and wine, sugar and coffee.

France furnished upwards of nine-tenths of these goods, while our share of them amounted to 13,750*l.*, out of which the cable laid down between La Calle and Marsala is evaluated at 12,000*l.*, showing that our regular importation trade there was very trifling.

The following Tables will show in detail the importation and exportation trade of the ports of Philippeville and Bône for the year 1865 :—

TABLE X.—RETURN of Exports from the Port of Stora, Philippeville (Algeria) during the Year 1865.

Name of Article.	To England and Malta.		To France and Algeria.		To Austria.		To Spain and Portugal.		To Italy and Roman States.		To Tunis, Egypt, and Turkey.		Totals.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Wheat	17,753	Frcs. 446,904	183,519	Frcs. 3,552,127	...	...	140	Frcs. 3,682	82,009	Frcs. 1,640,180	325	Frcs. 6,207	283,655 = 35,982 I. qt.	Frcs. 5,639,100 = 226,764 0 0
Barley	695	5,545	26,675	203,325	...	...	...	...	2,914	32,054	170	1,870	80,394	13,551 15 0
Beans	2,901	585	17,008	17,008	...	...	4,479	895	...	...	31,300	6,260	123,729	245 389 16 0
Flour	15,700	4,495	818,234	286,332	...	...	36,800	12,880	284,800	99,680	280,790	98,277	1,436,324	20,068 14 0
Wool, Wrought	...	...	5,332,698	5,332,698	...	...	...	...	586	1,122	...	...	28,272 cwt.	501,714
Hides and Skins	9,407	14,100	3,102,030	289,194	...	...	...	...	685	1,072	93	140	41,881	20,068 14 0
Bones, &c.	...	...	179,463	229,150	...	...	...	...	...	...	...	...	3,733	11,378 6 0
Hay	...	...	234,613	7,375	...	...	...	...	1,610	48	111,800	3,754	5,012	234,458
Tobacco	...	...	245,820	442,676	...	...	6,142	12,284	...	...	...	...	7,051	229,150
Cotton	...	...	224,858	23,738	...	...	...	...	...	...	...	...	4,547	11,177
Wax	530	1,060	23,738	13,994	...	...	...	...	151	302	...	...	23,738	461,960
Tallow	...	...	6,997	13,994	...	...	...	...	...	...	...	...	470	18,478 8 0
Fruits, Dried	...	...	3,608	1,804	...	...	...	...	700	350	...	...	151	23,738
Cork Wood	...	...	402,984	24,480	...	...	385	22	18,587	...	...	...	85	15,356
Fish, Salt, &c.	...	...	620,507	310,253	...	...	...	...	500	250	...	...	8,206	614 4 8
Coral	...	...	548,111	10,962	...	...	...	...	...	...	...	...	1,075	2,154
Oil	108	100	494	5,434	...	...	...	...	...	...	...	...	9	25,338
Grout	3,900	330	96,787	96,787	...	...	2,300	690	350	...	...	...	21,8 4 1 gal.	310,503
Cattle	120	4,000	626,190	187,875	...	...	161	32,200	...	...	1,715	315	633,507	12,420 2 0
Sheep	...	...	2,550	570,000	...	...	241	4,097	...	...	305	60,600	3,331	10,962
Horses	...	...	13,450	228,650	...	...	...	...	...	...	60	1,080	13,750	5,434
Leeches	...	...	159	55,650	...	...	...	...	...	...	2	700	164	217 7 0
Casks, empty	11,100	1,100	320,100	32,000	...	...	20,000	2,800	28,000	2,800	...	1,250	379,000	3,889 9 6
Rags	...	175	262,910	262,910	...	...	11,005	45	...	...	...	...	379,000	97,237
Sundry Articles	...	1,250	7,757,911	251,007	...	...	...	8,950	...	...	...	...	...	251,007
Pulse	5,882	1,220	103,625	27,874	...	...	8,955	2,214	...	16,980	381,669	...	...	8,086,760
Total	...	502,576	20,318,191	20,318,191	...	...	...	91,269	...	1,794,885	62,600	17,850	181,062	928,336 15 2
Increase	...	242,174	23,452,756	23,452,756	...	...	...	99,338	...	1,457,581	...	395,185	...	25,705,595
Decrease	...	260,402	...	...	...	...	...	8,069	...	237,304	...	106,313	...	1,028,223 16 9
	...	...	...	3,134,565	...	...	...	...	...	...	...	...	...	99,887 1 7

NOTE.—No Exports to Sweden and Norway.

TABLE XI.—RETURN of Imports at the Port of Stora, Philippeville (Algeria); during the Year 1865.

[illegible]

Increase

Increase

Increase

Increase

AGRICULTURE.

The agriculturists of Algeria have had, since the beginning of 1865, two great misfortunes to contend with; the first was the conflagrations which occurred all over the Tell, towards the latter end of August, 1865, that attacked in particular the forest riches of the colony, which I shall mention under the head of "Forests;" and the second has been the endless flight of locusts that have come from the south, which have to a certain extent damaged the standing crops this year, but whose depredations will only be thoroughly felt when the eggs they have laid in heaps over the country come to maturity. In some localities where this has already taken place, the country is covered with a thick black coating 3 or 4 inches thick of a living mass of locusts, no bigger than flies, and nothing escapes their voracity. The waters have been contaminated with their remains—the air is foul with the smell of decomposed animal matter, arising from the hundreds of thousands that are daily being killed. It is impossible to foretell what the consequences of this visitation may be, but it is to be feared that next year's crops will not be spared by these insects. No effectual means of destruction has hitherto been resorted to; many plans, more or less inapplicable, have been recommended.

Cotton.—During the year 1865, 13,649 acres of land were cultivated with cotton in Algeria. In the province of Algiers, 1,450 acres were sown with Sea Island long thread, and 25 acres with Louisiana short thread. The raw cotton produced amounted to 395,593 lbs. of long thread, and 10,494 lbs. of short thread, which produced, when cleaned, 90,813 lbs. of long, and 2,332 lbs. of short thread.

In the province of Oran, 9,765 acres were cultivated with long thread Sea Island, and 95 acres with short thread Louisiana. The raw produce was 3,045,609 lbs. of long thread, and 33,510 of short thread, of which only the long thread had, up to the date of the latest accounts, been ginned. It produced 683,366 lbs. of long thread.

In the province of Constantine, 1,412 acres of long thread, and 902 acres of short thread were sown, and the produce amounted to 465,261 lbs. of Sea Island, and 487,590 lbs. of short thread; which, when ginned, yielded 104,874 lbs. of long thread, and 124,886 lbs. of short thread.

The total amount of clean cotton, exclusive of the short thread produced in the province of Oran, was 1,006,174 lbs.

The cotton when exported is not pressed by machinery, as in pressing it is supposed to deteriorate the quality of long thread cotton. Algerian bales weigh from 2 to $2\frac{1}{2}$ cwt. each. The prices realized in 1865-66 were, for long thread, $7\frac{1}{2}d.$, and for short thread, $3\frac{3}{4}d.$ per lb.

FORESTS.

The forest lands of Algeria are of no little importance; and will, when they become effectually protected against the sweeping conflagrations that destroy whole districts of them at a time, be a source of considerable wealth to the colony. Unfortunately, for various purposes, of which the foremost appears to be to obtain better pasturage, the Arabs have been in the habit of setting fire to the country when, towards the end of the summer, vegetation is dried up, and the destruction of the forests is the natural result. Various regulations have been issued by Government to put a stop to such devastation; but, notwithstanding the vigilance of those entrusted with the application of these regulations, it is impossible to prevent fires; and the last that broke out in August last, all over the country, has destroyed upwards of 400,000 acres of the most valuable trees.

Before the French occupation, although the forest lands legally belonged to the State, they were, for the most part, abandoned to the tribes encamped in their neighbourhood; and, indeed, from their inaccessible positions, few, if any of them were turned to any account. From time immemorial the tribes had been accustomed to set fire to the brushwood round about or within them, in order to create richer pasturage for their cattle; and this proceeding was not opposed by the Government of the Deys. As the brushwood was set fire to every year, it never had time to acquire the large proportions that it has acquired since the French have prohibited the clearing by fire; the consequence was that the large trees in the forests did not suffer so much as it might at first sight appear, particularly the cork trees, which are protected by a bark which is in itself fireproof. But after 1830, as the French, by degrees, extended their conquest, these forests became the property of the Empire, and although the use of fire for the purposes of clearing the land was prohibited, the natives were not prohibited from grazing their cattle in the forests, so that the real cause that has engendered this perennial conflagration has not ceased to exist.

It was not before 1846 that concessions were granted by Government to private individuals to work the forests. It was then proposed to grant such concessions for 40 years, but in 1862, more elaborate regulations were adopted, and the term of tenure was extended to 90 years.

It is calculated that there are, in the whole of Algeria, 1,800,000 hectares of forest lands, of which 1,100,000 are situated in the province of Constantine, 440,000 in that of Oran, and 260,000 in that of Algiers, but of this whole extent only 1,200,000 hectares may be truly called forest lands, of which only the half are fit for immediate use. The remaining 600,000 hectares are made up of brushwood and waste lands, or of clearings made by the Arabs or Kabyles within the said forests.

There are—

325,000	hectares of Cork trees.
36,809	„ Zeen Oak.
65,862	„ Pine and Cedar.
14,483	„ Green Oak.
12,088	„ Thuya.
11,803	„ Oak (sweet acorned).
124,403	„ Various trees and brushwood.

Of the cork tree, which is the most important, there are—

288,778	hectares in the Province of Constantine.
27,421	„ „ „ Algiers.
8,800	„ „ „ Oran.

According to the calculations of Government, since the system of concessions was adopted, the amount of capital laid out in the forests of Constantine is, up to this date, 168,000*l.*, from which it would seem that the said concessions have, even in the commencement, paid, one on the other, 6 per cent. interest for the capital expended. Other calculations make it out to be only 3 per cent., and even this would be a good result, when it is considered that it requires 7 or 8 years to produce the proper thickness of bark, after the tree has been peeled, and that the first growth is always of an inferior quality.

After the cork tree forests come the cedar and pine forests in importance, but they are situated so far in the interior, that they may be at present termed inaccessible for trade purposes. Their resinous produce does, however, even now reach the coast in small quantities, but when railway communication will have been established with the interior, these forests may well take precedence of the cork forests.

The Thuya, of which there are 12,000 hectares is, like many other

things in Algeria, very little known out of the country, on account of its inaccessibility. In the interior, this tree, the root of which makes the most beautiful cabinet wood, and as valuable as the finest mahogany, is used by the Arabs for firewood.

To get the Arabs to appreciate the treasures that they were destroying, the famous lion-killer Bourbonel, in one of his expeditions, requested the chief in whose hut he was put up, to set apart a few logs of Thuya that they were burning, as he would promise him a box made out of it that would astonish him. Bourbonel had the wood sent to Paris, and there had it made into a beautiful cabinet, which he eventually presented to the Arab chief; but although there are few nations keener than the Arabs or Kabyles where money is to be made, it is to be doubted whether the Arab chief would not have preferred the money which it cost Mr. Bourbonel to transport the logs to Paris, to the piece of furniture that was presented to him as the produce of his fire-wood. The transport is everything, and until it can be made cheaper the wood will be scarce and dear.

POPULATION.

From the date of the conquest up to the year 1851, there occurred from various causes 62,768 deaths in Algeria, against 44,900 births, showing an excess of 17,868 deaths over the births. It was only in 1853 that this excess ceased to exist. It is interesting to observe the course that events have taken since that date. According to the census of 1861, at the close of that year the European population, including the army of occupation, amounted in all to 192,746 souls. At the close of 1864 it had risen to 235,570, showing an increase of 42,824 souls in three years.

During the years 1862, 1863, and 1864, the excess of the births over the deaths were 7,840. The remainder of the sum total of increase, namely 84,984, represents the immigration. During the said three years the mean annual increase by births, was consequently 2,613, and the mean annual increase by immigration 11,660, or, in other words, an increase was effected of 1.22 per cent. of the whole population, consequent on the excess of births over the deaths, and 5.44 per cent. from the immigration. Now, according to the latest statistical information published in France, the excess of births over the deaths in the mother country, in relation to the whole population of France was, in 1861, 0.37 per cent., and in 1862, 0.49 per cent. Were this last proportion to be maintained, the population of France would double in 141 years.

From the sole increase occasioned by the excess of the births over the deaths in Algeria, the European population would be doubled in 56 years, and it would be doubled in less than 14 years if the two causes that now give rise to the increase be maintained in the proportion of the three years alluded to.

On the other hand, in 1862, the number of births was 8,648; in 1863, 8,537; and in 1864, 8,408. The mean number of births per annum was, consequently, 8,531, being, in relation to the mean population, expressed by the figures 214,158, 3.97 births per hundred inhabitants. Now, in France, in 1862, it amounted to 2.66 per hundred inhabitants, giving a difference in favour of Algeria of 1.33 per cent.

The number of deaths was, in 1862, 5,903; in 1863, 6,347; and in 1864, 5,499. The mean number of deaths per annum was, consequently, 5,915. The mean population being, as we have said before, 214,158, 2.76 expresses the proportion of deaths per hundred inhabitants. In 1862, in France, the proportion was 2.48 per cent. in the Department of the Seine; 2.53 in the towns of upwards of 2,000 inhabitants (the Department of the Seine included), and 2.02 in the rural districts. The

mortality in Algeria amongst the European population would, therefore, be a trifle over that of the mother country.

COLONIZATION.

In 1851, a law was instituted to protect the Arabs from the grasping disposition of the people who came to settle in Algeria. By this law, no lands belonging collectively to any tribe could be sold; and it effectually put a stop to the fraudulent transfer of property to people who cared little to know whether the land sold to them really belonged to the seller or not; a system that, besides giving rise to a vast deal of controversy, was calculated to alienate the natives from the benefits of European justice and equity. But the new law seems to have exceeded the evil that it was proposed to obviate; it proved to be somewhat too stringent, and would, perhaps, have had the effect of putting a stop to the colonization, if it had not been modified by the *Senatus Consultum* of the 22nd of April, 1863. By this new regulation all *bonâ fide* individual property called "*Melk*," which had been proved to be such by Government, was made saleable. But no special limits could be assigned to the *Senatus Consultum* of 1863, as every tribe had a right to demand its application; and as colonists had the faculty of purchasing the lands that had become individual property amongst the Arabs, far beyond the reach of protection, it became necessary to draw a line somewhere, beyond which European settlers should not be encouraged.

This plan of keeping the colonists within certain limits appears to have suggested itself to the Emperor. It was contained in His Majesty's letter to Marshal MacMahon, and gave rise to much discussion, and, perhaps, not a little disappointment in the colony; but in point of fact the colonists have no reason to be dissatisfied with this measure. It will require many years before the territory marked out for them as the limit beyond which colonization will not be encouraged, can be exhausted.

The zone of colonization alluded to, has been traced out by the Governor-General in a letter addressed to the generals commanding the three provinces. It comprises all those parts of Algeria on the north slopes of the great chain of the Atlas Mountains, which are at present within reach of the colonists. On the map of Algeria this zone appears, it is true, like a narrow strip of land along the sea coast, broken here and there by the lofty plateaux inhabited by the Kabyles. It constitutes, perhaps, on the whole, the tenth part of what is supposed to make up the possessions of France in Africa. According to the most authentic source of information—the Government itself—it comprises 3,160 square leagues of the most fertile parts of Algeria, a surface which, divided by the population at the end of 1864, namely 235,570 souls, gives a square league to every 74 souls, or a square mile to every 8 Europeans. It is assuredly large enough for the present wants of the colony. Within the limits of this zone will be expended all the energies of the French Government. Within it will be spent the 100,000,000 of francs voted by the Legislative Assembly for works in Algeria. Within its limits will the lands that may still belong collectively to Arab tribes be delineated and turned into private property. Within it will the military government make way for the institution of a civil administration. All the efforts of the Government to civilize the natives by assimilating them to the European colonists will be made within this zone, which may, eventually, be extended according to the true wants of the inhabitants, but no settlements beyond it, except such as are already established, shall be made with the assent of the Government, and such as do go beyond the limit traced will have themselves to blame if they are ill-treated by the Arabs.

No blame can assuredly fall to the lot of the Imperial Government for coming to this resolution—dictated, as it is, as much by the wish to protect in an effectual manner the true interests of the colonists, as it is by praiseworthy prudence and circumspection.

RAILWAYS.

Since my last Report some progress has been made in carrying out the projected lines of railway in this colony. The new terminus on the quayside at Algiers, and the prolongation of the line from this to the temporary station outside the town will shortly be completed.

Between Blidah and Bou-Medfu no serious difficulties are to be met with, and from thence to Orléansville the course of the line is under examination. The surveys are completed from this point to Relizane, over a distance of 92 kilomètres, and the works are in a forward state from Relizane to Oran, a distance of 130 kilomètres. The earthworks in the plains of Mina and the Habra are hurried on in order to finish them before the autumn, as such works induce fever at that season.

The tunnel near Oran is almost finished, and of the 132 principal works on the line, 40 are finished, 61 are in hand, and 31 are not yet commenced. The contracts for the stations and buildings between Relizane and Oran are taken, and this part of the line, it is said, may be opened next year.

On the line from Philippeville to Constantine, six of the nine tunnels are commenced, the longest of which is nearly cut through, and one quarter of the masonry of it is finished. In a few months the permanent-way will be laid from Philippeville to St. Charles, but the line cannot be completed to Constantine until 1869, in consequence of the difficulties in the clay cuttings near Smendow.

The sum of 947,850*l.* had been expended on the Algerine railways up to the end of the year 1865.

The produce of the traffic on that portion of the line to Oran at work, that is, from Algiers to Blidah, a distance of about thirty miles, was, during the year 1865, 26,565*l.*, and the expenses of working it were 20,718*l.*

The increase of traffic was about 5 per cent. on the previous year, but it is supposed that the increase would have been much greater had the last harvest been a good one.

LAWS.

In my Report for 1864, I had occasion to make mention of a Bill affecting in no slight degree the navigation and trade of this colony. This Bill, which was framed on a very liberal basis, was passed on the 19th May last, and has already been made law by being inserted in the *Bulletin des Lois*.

The paragraphs of the new law, that affect the trade and navigation of Algeria, are the following:—

“Article 1. All objects, raw or manufactured, inclusive of steam machinery, and detached parts of machinery, entering in the construction, rigging, equipment, and repair of the sea-going merchant vessels of wood or of iron, and propelled by sails or by steam, shall be admitted free of all duty, provided that the employment of the said objects towards the purpose hereabove specified, be proved within the period of one year of their importation.

“Imperial decrees shall determine the proofs and conditions to which this immunity shall be subjected.

“All departures from the provisions of the above-mentioned decrees shall expose the parties departing therefrom to the payment of the

customs that the objects alluded to now pay or may be made to pay hereafter, and will, moreover, be punished by a fine equal to triple the amount of the said customs.

"Article 3. Six months after the promulgation of this law, all sea-going ships propelled by sails or by steam, rigged and equipped, shall be admitted free, after the payment of a tax of two francs per ton of their official tonnage.

"The same tax shall be levied on the shells of iron or wooden vessels.

Article 4. The tonnage tax established on foreign shipping entering the ports of the Empire shall be suppressed on and after the 1st January, 1857.

"The tonnage dues now levied on French or foreign shipping, and affected, as a guarantee towards the re-imbursement of certain loans contracted for works of improvement in the French sea-ports, are maintained.

"Imperial decrees, issued in the form of public administrative regulations, may, hereafter, with a view to meet expenses of the same nature, establish a tonnage tax that shall not exceed 2f. 50c. per ton (2s.) decimals included, the which shall affect in an equal manner French and foreign shipping.

"Article 8. The Articles 1, 3, and 4 of the present law are applicable to Algeria.

"Article 9. The navigation between France and Algeria, as also that between Algeria and foreign countries shall be open to all nations.

"The coasting trade from one part of Algeria to another may, subject to the sanction of the Governor-General, be carried on by foreign shipping.

"Article 10. The differential dues established in Algeria on merchandize imported on board of foreign vessels are abolished.

"Is abolished in like manner, the medium scale of duties established by the 9th Article, second paragraph, of the ordinance of the 16th December, 1843, in favour of certain articles of trade taken out of the French bond houses, and imported to Algeria on board of French vessels.

"Article 11. The prohibition on refined sugar imported from foreign ports into Algeria is abolished. The said refined sugar shall pay, over and above the customs paid on raw sugar, an additional tax of 5 francs per 100 kilogrammes (roughly, 2s. per cwt.)

"Article 12. All laws, decrees, and ordinances at variance with the clauses of the present law are and remain null and void.

Algeria, 30th June, 1866.

FRANCE.

ARCACHON.

Report by Mr. Consul Hunt on the Fisheries and the late International Fishery Exhibition of Arcachon.

THE pretty village of Arcachon, a creation in its present attractive aspect of M. Percire, the Paris banker, and the Midi Railway Company, occupies about two English miles of shore on the south of the so-called basin of the same name, and lies so nearly on the Bay of Biscay as to be within hearing of the sea. It is forty miles by rail to the eastward of Bordeaux, by whose inhabitants it is resorted to as a bathing-place.

The basin forms an irregular equilateral triangle of between ten and eleven nautical miles in the side, and contains nearly forty square miles of area, having a land-locked entrance, but obstructed by a shifting bar at the western angle of the base.

The land enclosing it on the eastern side is a more or less cultivated part of the Landes district stretching from Bordeaux to Boulogne; the western, or sea side, being formed by sandhills, those on the south covered with fir trees, planted to prevent the sand drifts which seem to have turned other basins into inland lakes, and to threaten Arcachon with the same fate from the unplanted side.

There is perhaps no place where sea fishing can be carried on at the same time more safely and profitably. Its waters are of the same saltiness as the ocean, and receive with every tide fresh supplies of all the best fish of the Bay of Biscay, up at the very top of the basin.

This has brought round it a population, whose density strikingly contrasts with the desert further inland; and their condition, as compared with other fishermen along the coast, is good, and improving. They do not confine themselves to the basin, but fish the outer waters in open boats during the summer, and in larger vessels all the year round.

The waters of the basin present an unbroken surface at high water, of a depth on the banks between five feet at neap and ten at spring tides. The ebb exposes these banks, divided by wide and deep channels, and gives ample field for tidal fishing, and the planting of oyster beds.

Of the craft constantly employed in the fisheries, two are steamers of 50 horse-power, carrying crews of twelve men; sixteen are luggers of between thirty and forty tons, with crews of four hands; seventeen are large open boats about forty feet long, carrying crews of two men and a boy; and nearly five hundred are small rowing boats, pulled by two men. The whole number of hands employed is nearly twelve hundred.

The small rowing boats are built on lines, admirably fitting them for the shallow and occasionally rough waters of the basin. They are twenty-four feet long over all, keeled one-fourth of their length from the stem and sternpost, and flat in the rest of the bottom. They therefore draw but little water, and are lively pullers; while their keeling prevents the chopping they would be impeded by in rough water, if they were altogether flat-bottomed.

A capital of 30,000*l.* is invested in these craft, and over 16,000*l.* in nets; the total yearly value of fish caught being 60,000*l.*

Assuming the craft to last an average of ten years, which allows for various accidents, and the nets to require renewal annually, a deduction of 20,000*l.* must be made from the gross catch, leaving 40,000*l.* to be

divided between the owners of boats and nets (in the comparatively few cases in which they are not themselves fishermen) and twelve hundred hands employed.

The steamers and luggers fish outside the basin; the first with trawls, seines, and bottom drag nets; the second chiefly with trawls of an inch and a half mesh; the large rowing boats, both inside and outside, with fixed bottom nets of two and three-quarters inches mesh, and seines of between three-quarters and an inch and a quarter mesh. Their catch includes sardines in summer, and turbot, soles, plaice, gurnet, hake, and other bottom fish all the year round. They find a ready market for their undamaged fish at Paris and Marseilles, as well as at Bordeaux, and other large provincial towns.

Various modes of fishing are followed by the small boats. They use seines, bottom drag nets, stake nets and hand nets, adding to these in dark cloudy nights the killing practice, illegal in England, of rigging out and lighting fire cressets at the stem of their boats, and striking with grains the fish that are brought up by the light. The catch of these boats consist of sole, plaice, gurnet, mullet, smelts, and spring sardines, when swimming deep. Many of them venture outside in the season when sardines are on the surface.

These boats, with the wives and families of their owners, also find regular occupation in taking shrimps, mussels, and razor-fish, as well as in the breeding, tending, and dredging of oysters. The value of common shellfish caught in the basin is between fifteen and sixteen hundred pounds sterling.

Oysters are bred on allotments granted by the Government for the life of the grantee, on whose death the allotment reverts to the Government, the heirs being allowed to sell the stock. There are one hundred in the basin. The spat thrown out by them at breeding time forms a small extent of beds on banks lying in the line of their tidal currents, which are fished by the owners of the small rowing boats. The first cost of a bed is forty-two pounds; its annual expenses fifty-two, and the profits eighty pounds. The owners buy up at seventeen shillings a thousand large quantities of oysters caught on the free beds, the catch of which last year was nearly three millions in number.

In the mild climate of Arcachon, where the oyster is in no great danger from winter cold, its culture is easy and comparatively inexpensive. It does not require such deep water as in England, or much more indeed than attention to the cleanliness of the ground and spat nursery during three months of summer.

These are, however, of the last importance, as may be seen from the readiness with which in the month of June the embryo oyster fastens on a fresh tile placed within reach of the breeding fish, and the utter barrenness of any stone, or other mass, that has contracted a muddy or weedy surface from lying in the water.

As the profits of oyster beds are so considerable, many applications have been made for new ones, but refused. If the ground of refusal is a desire to leave the present unoccupied banks free to fishermen, it would seem to be a mistaken policy. It would be for their advantage to have well kept allotments all across the basin, from which in the season the spat could be carried by the tide to the banks above and below them.

At the head of the basin, near the little town of Audenge, where a number of small rivulets run into the basin, are some extensive private reservoirs for the growing of salt-water fish. They are formed by walls built out into the water, so as to enclose a large space covered, at high water, and have wide sluices, through which fish are brought in

considerable numbers by the rising tide. Here they are kept, the full-grown to supply the fish markets of France, the small, self-feeding, to grow until large enough for sale. The investment is understood to be very profitable; and it seems to be one that might well attract capital in England in some of our wide estuaries, where such reservoirs could be cheaply made.

The great want of the Arcachon fisheries, like those of many other parts of the world, is capital. The inhabitants of French towns, who are consumers of fish, and who would take vast quantities at prices within their means, are now compelled, when fish is to be had, to pay the prices of London west-end tradesmen; and there is consequently a general slackness of the demand, which would be fostered by an abundant and regular supply.

With this view, a few wealthy individuals are now building steamers for a sea fishery off Arcachon, and they hope to be able by mercantile energy and connexions not only to make fish a common and economical article of food in its present markets, but to open several others for supply from this coast.

One result of their success will be to bring a greater influence in the true interest of fisheries to bear on the French regulations, now so much complained of. By these regulations, of which an abstract is annexed, the free right of fishing is confined to a distance of three miles from low-water mark on the shore; and within this line nets are restricted to certain sizes of mesh, and fishing in general is made subject to the arbitrary regulations of local authorities.

A stop has been put to the establishment of the fish reservoirs that have been found so profitable; and by the tenure of oyster beds, the whole of a recent outlay, which has made no returns, may be forfeited by the death of the grantee.

No representation has availed as yet to obtain the abolition of these regulations, but if coast fisheries are taken up by capitalists, their recommendations cannot fail to secure what has been so long called for: a freedom for fishing as great as that of the sea in which it is carried on.

The promoters of the exhibition at Arcachon have had this at heart in their undertaking; and it was no doubt hoped that its international character would bring foreign to the aid of native opinion upon so important an object.

The exhibition has not been so well furnished as it deserved, owing rather to the distance of the place from other great European fishing waters, than to any want of real attractiveness in the plans of its Committee.

It is really interesting in showing what a variety of objects may be brought together, and as an example, still of great rarity, of the manner in which such exhibitions may be best formed, as well as of the valuable teaching they afford for modes of fishing, and application of its products.

The building is of wood, neatly put together and simply painted, consisting of a nave eighty feet by forty, and having at the upper end two wings fifty feet wide, which project at each side forty feet, so as to form a transept one hundred and twenty feet from end to end. Its stands give an area of 2,000 square feet for exhibitors. Behind it is an aquarium ninety feet long, of a single row of glass reservoirs, and behind this a shed of six long tanks of masonry, to show the processes of oyster and fish breeding.

On the left side of the building from the entrance are placed the implements, and on the right side the products of fishing. These again are divided by a transverse line into sea and river fishing articles.

Of the objects exhibited, France sent about 1,000 in number, and

foreign countries nearly 300 ; 100 of the latter being from Belgium, 80 from the United Kingdom, 40 from Holland, and the same number from the north of Europe.

More numerous contributions would probably have come from all quarters, if they had not been required for the forthcoming fishery exhibition at Boulogne. There, fishing being made an object for capital comes into collision with the great rival enterprise of England and Holland, and its exhibition would necessarily dwarf any that could be prepared at the same time in a place of less competing power.

But, in spite of these unfavourable influences, the Arcachon undertaking has not been without its value.

Everything that can promote the important object of increasing supplies of food must command attention ; and the utility of international exhibitions has been so satisfactorily proved by their effects on manufacturing and agricultural productiveness, that the time cannot be far distant when one will be held in London for the promotion of fisheries.

Every new example will be an improvement on all that have preceded it ; objects of interest and use will be multiplied ; better modes of management will be adopted ; and the instruction that such collections offer both to producers and consumers will be more and more numerously attended and extensively applied to practical use.

As England is certainly the country where the benefits derived from these exhibitions would be most rapidly seized, it is not too much to say that they call for the earnest attention of Her Majesty's Government, by whatever competitor they may be held ; and that, in sending a representative to the Exhibition of Arcachon, and such a representative as Mr. Caird, they have done a service to the highly important fishing enterprise of their country.

Renewed attention has been called in quarters of influence on this side of the water to the alterations required in the Fishery Convention between England and France. It seems certain that the discussions arising on this subject, whenever fishery representatives of both countries meet, might be for the advantage of Her Majesty's Government in promoting the success of any measures they may take for the reciprocal removal of restrictions, by which England must always be the chief loser.

[Abstract of the French Fishery Decree, May 10, 1862.]

Article 1.—Fishing, not oyster, free all the year, and oyster from September to April inclusive, three miles or more from low water-mark, subject to British Convention.

Article 2.—On representation by fishery representatives, this fishing may be suspended by authorities.

Article 3.—Within the distance all fishing but oyster allowed at all times ; but in bottom and seine nets the mesh must be under an inch square. Draw and float nets, and ground nets 8 inches clear of the ground are not restricted as to mesh.

Article 4.—Nets for eels and other lank fish may be of any mesh, but must be used for no other fish. Grains, griffs, and dredges allowed. Smelt and mullet nets regulated by local authorities.

Article 5.—Stake, weir, and all other bag nets prohibited in fresh waters and their mouths.

Article 6.—Draw bottom nets allowed by the authorities, limited to an inch mesh, and must not be used within half a kilomètre of an oyster bed.

Article 7.—All fishing within 3 miles may be prohibited.

Article 8.—Dates and beds of oyster fisheries fixed by authorities ;

not to be fished by night; all sand, gravel, shells, and young oysters, not claimings, shall be thrown back into the water, or laid on new beds.

Article 9.—Private fish reservoir to be regulated by order.

Article 10.—New fishing establishments prohibited.

Article 11.—No growing fish under four inches, lobsters and crawfish under eight, and oysters under two inches can be caught, salted, sold, carried, or used.

Bordeaux, July 12, 1866.

CORSICA.

Report by Mr. Consul Smallwood on the Trade and Commerce of Corsica for the Year 1865.

TRADE AND COMMERCE.

THE effect produced by the quarantine restrictions in the ports of Italy during the year 1865, has materially affected the trade between that country and Corsica for the period during which those regulations were in force.

In my Report for 1864 I gave a statement of the results of the first year's operation under the "Treaty of Commerce and Convention of Navigation" between France and Italy, showing an increase of exports and imports on the trade between Corsica and Italy of 50 per cent. in 1864, as compared with 1863. For 1865 we have no such results, and the restrictions imposed on the Italian side by the quarantine regulations have thrown all the advantages of the treaty recorded in 1864 into the channel of the metropolis. Thus, whilst a decrease of trade with Italy is manifest for the period in question, in an inverse ratio the trade between Corsica and the French continent has increased.

Generally speaking, a steady progress is made in Corsican commerce. The collective amount of exports and imports, which in 1851 was 18,000,000 francs, 720,000*l.*, attained in 1864 the sum of 44,268,337 francs, 1,770,733*l.*; and in 1865 the amount of exports and imports in Corsica, as per subjoined table.

Table No. 1 attained the sum of 48,115,114 francs (1,924,604*l.* 11*s.* 3*d.* sterling).

Table No. 2, return of British shipping in Corsica for the year 1865.

Table No. 3 exhibits the description of articles, their quantity or value, imported into Corsica from France and all nations during the year 1865.

Table No. 4 describes the articles exported from Corsica during the year 1865, their quantity or their value.

Commercial Movement (Official Value).

No. 2.—RETURN of British Shipping in Corsica for the Year 1865.

No. 2.—RETURN of British Shipping in Corsica for the Year 1865.

Name of Port.	ENTERED.						CLEARED.								
	Ships' Letters.	No.	Name of Vessel.	Name of Master.	Name of Owner.	Port to which Vessel belongs.	Date of Entry.	Number of Crew.	Tonnage.	Nature of Cargo.	Where from.	Where Bound.	Date of Clearance	Cargo taken in.	Where Bound.
Gastia	...	A	Louisa	Edwin Quick	William Barnes	London	15th Aug.	8	244	Coal	Hull	Pastia	3rd. Sep.	Ballast	Island of Elba
Ajaccio	...	A	St. Francis (Brig)	Jos. Garibaldi.	Francis Carro	Gibraltar	25th Sep.	9	108	Ballast	Naples	Ajaccio	16th Oct.	Charcoal and Planks	Alicante (Spain)
Ajaccio	...	A C	Susan Vittory (Schooner)	William Vittory Kendrick.	Edward Vittory	Dartmouth (Devon)	13th Oct.	8	140	Bullocks	Porto Torres (Sardinia)	Ajaccio	16th Oct.	Ballast	Messina and Patras
Ajaccio	...	A C	Challenger (Schooner)	William John Collier	William Angel	Waterford	25th Oct.	7	134	Bullocks	Porto Torres	Ajaccio	24th Oct.	Ballast	Messina and Patras

No. 3.—DESCRIPTION and Value, or Quantities, of the Principal Articles Imported into Corsica from France and Foreign Countries in 1865.

Articles.	Imports.		Total in English Weights and Measures.
	From France.	From all Nations.	
Steel kilog.	44,146	..	43 tons
Starch "	17,546	..	16 "
Cotton Fabrics "	14,193	..	14 "
Timber stere	..	126	4,500 cu. ft.
Coffee kil.	..	169,048	3,300 cwt.
Hemp (combed) "	..	10,764	220 "
Charcoal cub. metre	..	21,503	752,605 cu. ft.
Hempen Ropes kil.	..	38,266	750 "
Brandy and Rum litres	356,549	..	78,430 gal.
Wearing Apparel value frs.	119,477	..	£4,779
Earthenware kil.	117,854	..	2,357 cwt.
Iron, in square bars "	469,467	..	462 tons
Cheese "	77,141	123,952	4,028 cwt.
Wheat quintaux	7,583	16,885	48,936 "
Flour, wheaten "	81,030	469	162,998 "
Coal kil.	..	238,420	4,768 "
Books, printed "	173,526	..	3,470 "
Machinery "	8,910	..	£356 "
Medicines "	86,568	..	1,730 cwt.
Haberdashery "	106,092	..	2,120 "
Furniture value frs.	216,268	..	£8,650
Iron Ore kil.	..	22,430,100	22,430 tons.
Carved Wood "	33,288	..	664 cwt.
Stationery "	105,241	..	2,104 "
Skins, dressed "	227,176	..	4,543 "
Skins, undressed "	..	4,372	86 "
Pepper and Pimento "	..	16,585	331 "
Salt Fish "	219,394	42,469	5,246 "
Pottery "	367,441	..	7,348 "
Potatoes "	65,934	..	1,318 "
Rice "	..	303,399	6,067 "
Soap "	310,793	..	6,215 "
Lard "	..	10,618	212 "
Sugar, refined "	353,855	..	7,077 "
Tobacco, in leaf "	215,560	86,358	301,918 "
" manufactured "	2,236	2,911	102 "
Sugar, unrefined "	..	530,314	10,606 "
Tissues, woollen "	151,538	..	3,030 "
" cotton "	316,266	..	6,324 "
" silk "	5,384	..	107 "
" mixed "	102,894	..	2,057 "
" linen or hemp "	23,743	2,983	533 "
Glass and Crystal Ware "	142,762	..	2,855 "
Salt Meat "	..	29,498	589 "
Wine, ordinary litres	945,298	20,016	193,050 gal.
Oxen, Cows, &c. head	..	1,266	1,266

No. 4.—DESCRIPTION and Value, or Quantities, of the Principal Articles Exported from Corsica to France and all Nations in 1865.

Articles.				Exports.		Total in English Weights and Measures.
				To France.	To other Countries.	
Timber	Firewood	stere	5,596	1,217	245,268 cu. ft.	
	Squared	"	1,922	26,684	1,029,816 "	
	Huckstuff	"	50	2,370	87,120 "	
	Plank	metre	70,250	707,641	936,600 sq. y.	
Citrons &c.	Cedrats, fresh ..	kil.	20,853	122,970	2,876 "	
	" preserved ..	"	66,450	718,605	15,700 "	
	Lemons and Oranges	"	199,767	127,090	6,534 "	
	Chesnuts, and Flour thereof	"	251,868	80,085	6,636 "	
	Charcoal	"	635,217	..	12,704 "	
	Coral, rough	"	..	8,754	174 "	
	Rags	"	348,693	..	6,972 "	
	Wax, yellow not purified ..	"	8,339	..	166 "	
	Bark for Tanning, not ground	"	..	150,010	3,000 "	
	Mineral Waters	"	227,871	..	4,556 "	
Iron	Sows	"	14,748,064	..	9,748 tons	
	in bars	"	506,982	..	10,138 "	
	in masses	"	359,736	..	6,314 "	
	waste	"	162,304	..	3,246 "	
	Fruit, fresh and dried	"	77,483	28,738	2,122 "	
	Linseed	"	39,465	..	788 "	
	Olive Oil	"	2,707,336	77,603	55,698 "	
	Wool, in masses	"	49,877	..	996 "	
	Cork, in planks	"	334,332	..	6,686 "	
	Dried Vegetables	"	..	225,330	4,506 "	
	Lupine seed	"	..	816,615	16,332 "	
	Marble, in blocks	"	16,860	..	336 "	
	Antimony Ore	"	97,000	..	1,940 "	
	Skins, undressed	"	149,941	..	2,998 "	
	" dressed	"	1,812	41,271	860 "	
	Paving Stones	quintal metre	1,030	..	2,060 "	
	Salt Fish	kil.	1,359	4,420	114 "	
	Fresh Fish	"	..	46,406	928 "	
	Tabacco, manufactured	"	..	15,777	314 "	
	Silk, in cocoons	"	227	1,523	34 "	
Resin	Pitch	"	118,471	4,828	2,464 "	
	Essence of Turpentine ..	"	18,495	48,586	1,340 "	
	Hard Resin	"	33,747	130,457	3,284 "	
	Wines, ordinary	litres	22,340	26,347	972 galls.	
	Raisins, crushed	"	..	188,462	3,768 cwt.	

The principal articles supplied from the French continent are: steel, starch, cotton stuffs, brandy and rum, wearing apparel, flour of all descriptions, iron bars, cheese, books, machinery, medicaments, haberdashery, furniture, wooden ware, stationery, dressed skins, salt fish, earthenware, potatoes, soap, refined sugar, tobacco (in the leaf and manufactured), tissues of all kinds, glass, salt meat, and ordinary wines.

To the above list, formerly iron ore from Algeria was added; but the principal foundry in Corsica, that of Toga, now exclusively is supplied from Elba and Sardinia.

The principal supplies to the Island from foreign countries, especially from Genoa, Leghorn, and Sardinia, are: cuttle, coffee, combed hemp, charcoal, hempen ropes, cheese, small coal, iron ore, untanned skins, pepper and pimento, salt fish, rice, lard, unrefined sugar, tobacco (in the leaf and manufactured), flax and hempen tissues, salt meat and ordinary wines.

The chief exports in exchange, but which do not amount to two-fifths

of the imports are: fire-wood and timber, cedrats (fresh and preserved), lemons and oranges, chesnuts and flour, coral (unpolished), rags, wax (unpurified), bark for tanning, mineral waters, cast iron, fresh and dried fruits, hempen seed, olive oil, wool (in masses), cork (in planks), dried vegetables, lupine seed, marble blocks, antimony, undressed and tanned skins, paving stones, salt and fresh fish, manufactured tobacco, raw silk, resin and turpentine, common wines, raisins and cereals.

Wines of fine quality were formerly produced and in demand, but since the vine disease, this trade has diminished. That disease struck at the root of the principal produce of the island. Supplies have been required from France. A considerable portion of the insular resources have been absorbed from this cause, and a financial crisis was produced. Cultivators have now, especially at Cape Corse, introduced the sulphur remedy, and the result is a remarkable improvement. The contingent supply required from France and other countries, which had amounted to 11,795 hectolitres was in 1865 reduced to 9,653 hectolitres.

In the best years Corsica barely produces half the food necessary for its own population.

For some years the chief supplies have been drawn from France, whence wheaten flour has been imported annually to the enormous extent of 8,000 tons, owing to the vast development of grinding mill in the South of that continent, thereby monopolising the supplies which were formerly drawn from other countries.

INDUSTRIES, MINES, WOODS AND FORESTS, SHIP BUILDING, PUBLIC WORKS.

Of all the industrial establishments of the island the most important is the foundry of Toga, which furnishes annually to the works on the French continent upwards of 15,000 tons of manufactured iron. This result is obtained from four furnaces, and from six forges worked by five engines of the collective power of 130 horses.

The quantity of material annually worked is 27,000 tons iron ore, chiefly from the island of Elba, 19,000 tons charcoal, whereof 10,000 tons is supplied from France, and 9,000 tons from the forests of Corsica, 3,000 tons castine used as a flux, and obtained from quarries near to the Toga factory, and 900 tons small coal.

The Solenzarra foundry has not been equally successful.

Of the manufactures of purely Corsican origin, that of the Tanneries of Bastia is the most prosperous. There are five establishments, employing in all 100 hands. Their annual produce amounts to about 1,100 metrical quintals of dressed hides and skins, whereof about 800 are for home consumption. The surplus is exported to the continent, where these skins are much prized for their superior dressing. The raw material thus manufactured is partly obtained from the island and partly from the French continent. Upwards of 450 tons of bark for tanning is procured from the forests of Corsica.

Italian paste is another very prosperous manufacture at Bastia. The produce is approved even on the continent, where it has been adjudged in several international exhibitions to be of superior quality. For home consumption it is now substituted for that which was formerly exclusively obtained from Genoa and Naples; it forms one of the principal aliments of the Corsicans, especially of the lower classes.

Mines.—Minerals are abundant in Corsica, but the mines are not worked for want of capital.

Coal.—In the commune of Ota, at about three kilomètres from the coast, above the bay of Porto, there are positive indications of coal. This

discovery is of such moment to Corsica that it is surprising that no effort has been made to extract it.

Iron.—An iron mine exists in the commune of Farinole, at about seven kilomètres from St. Florent, and at about two kilomètres from the coast. The difficulty of working and of conveyance has hitherto delayed the operation.

Copper.—In its natural state is found in great abundance in the basin of “Ponte alla Lucia” upon the road from Bastia to Corte; two shafts have been opened on the side of the hill above the “ponte.” Another near the village of Castifas, where several veins have been found, but capital is wanting to work them. Copper ore has also been found near Linguizetta.

Silver-Lead.—The mine of Argintella, situated near the Gulf of Crovani, at a distance of 30 kilomètres from Calvi, shows traces of having been worked by the ancients: the ore is abundant, and the works have lately been resumed by several companies. As heretofore, capital is wanting.

Another silver-lead mine has been discovered at the distance of two kilomètres from Ile-Rousse.

Antimony is very abundant at Cape Corse, and easy of extraction, but the demand is limited.

Marble is abundant and various, but its excavation at present is on a limited scale. However, there is now some extent of exportation of the green marble of Bevinco.

Stone.—The island is rich in building stone. A quarry at St. Florent yields some of fine quality for sculpture; at Brando and at Sisco, and in the neighbourhood of Bastia, there are two quarries of calcareous stone; from the former blocks and slabs are excavated of great solidity.

The quarry of Sisco supplies blocks of large dimensions. Considerable quantities have been recently used in the construction of the new harbour of Leghorn; it is impervious to the action of salt water.

Woods and Forests.—From the opening of new roads the increased felling has supplied the markets of the continent with large quantities of timber. During the year 1865, upwards of 37,839 cubic metres of squared timber and firewood, and 777,891 metres superficial of plank have been exported.

The distillation of the resinous product of the forests of Aitone and Niolo has given rise to some important establishments in the centre of these forests. Turpentine and pitch are shipped at Porto, and consignments are being made from Bastia. The Concessionaires of these forests having since 1863 laboured at the erection of the necessary works for the production of resin, this produce is now added to exports.

After felling the larger trees, from the waste, charcoal is produced to advantageous purpose on the spot. With considerable water power, which discharges itself into the Gulf of Porto, and by means of a lofty furnace the smelting of iron ore from the Island of Elba is effected, and sawing mills have been established promising good results; unfortunately, the recent death of the proprietor has suspended the operations of this interesting undertaking.

Ship-building.—By means of the produce of her forests and her iron-works, Corsica is making progress in ship-building, but this industry is still in its infancy. Some vessels of small tonnage are launched from time to time in the small building yards of Bastia, Macinaggio, and Porticolo. The dock of Ajaccio, constructed some time ago under an Italian ship-builder, became the possession of M. Armand of Bordeaux. Much was expected from his resources, but after having launched a few vessels, the business was stopped, and there are no signs of a renewal of work.

The very large share which Bastia takes in the commerce of Corsica has led to the construction of a new harbour in the roadstead of St. Nicolas. The creation of this port will lead to the erection of docks for local purposes as well as for those of exportation. The Corsicans anticipate therefrom some share in the increasing traffic of the Mediterranean, for, as the harbour and port of Marseilles are daily becoming of more insufficient capacity, and as the steamers which crowd that roadstead experience serious delay in their passage to the basin and other obstacles for taking in coal, it is argued that Corsica could supply the deficiency, for which the old port of Bastia could be appropriated when the new port is completed.

But a *dépôt* for coal implies the existence of a return freight for its importation. All that can be now exhibited for exportation, is—about 27,000 tons of ship-building timber annually, 4,700 tons of firewood, building and paving stones, marble, and the produce of the mines (if worked), iron, and olive oil; fresh fruit may be added to some amount.

Yet, merchandize for exportation should be near to the places where the coal destined to form a *dépôt* in Corsica is landed, and hitherto no railway has been constructed in the island.

The neighbouring Island of Elba offers a resource of return freight in iron ore, of which some English vessels freighted with coal to Bastia have profited.

Bastia, July 7, 1866.

GREECE.

THE PIRÆUS OF ATHENS.

Report by Mr. Consul Neale on the Trade of Continental Greece for the Year 1865.

Shipping and Navigation.—The number of steamers compared with the year 1864 has been about the same, for although the steamers of the French Company Fraissenet commenced to run with success, on the other hand, the French Messageries Impériales discontinued their steamers which connected the Piræus with Mytilene and Smyrna. The number of sailing vessels has increased.

The port of the Piræus of Athens, as all those of the Levant, are in a state of transition, a considerable augmentation of trade and increase of population being the consequences of the steady development of the Mediterranean.

Thirty years ago not a foreign line of steamers existed, now there are lines of most nations, the result is a greater safety and facility to navigation, for not many years ago vessels in the Mediterranean sailed under convoy.

The increase of steamers breaks up the monopoly under which excessive charges are made upon goods, passengers, and postages. The Company Fraissenet charges now at reduced rates, and letters are sent to Europe, *viâ* Italy, at half the former postage.

British vessels bring to this port manufactures, colonials, coals, hardware, machinery, powder, paints and paint oil, porcelain, and provisions. The exports are emery stones, pitch, lead, honey, and wine.

The steamers of the Greek company made 286 voyages during 1865, connecting all parts of the Levant. These steamers bring British exports from Syra, namely, cottons, rum, herrings, leather, soda, crockery, spices, tea, wines and spirits, and provisions.

Of French exports, salt fish, coffee, manufactures, sugar, and hardware.

Of Austrian exports, clothing, conserves, leather, coffee, drugs, medicines, flour, oil, clocks and watches, jewellery, sugar, manufactures, provisions, toys, glass ware and porcelain, boots and shoes, stearine candles, and wines.

From Turkey the Greek vessels bring grain, cheese, provisions, butter, dry fruit, and salep.

From Italy, rice, coffee, potatoes, sardines, maccaroni, cigars, and marbles.

Greek vessels from Greek ports bring sheep and hare skins, fruit, tobacco, barley, raisins, stores, and firewood.

The imports from Russia are cereals.

Greek vessels mostly proceed with part cargoes of grain, olive oil, citrons, oranges, figs, furniture, wines and raki, books, cotton, cocoons, silk, valonia, lead, pitch, sponges, biscuits, and raisins.

French vessels, besides the articles enumerated as brought by Greek and other vessels, bring arms, models, stearine candles, hats and bonnets, drugs, machines, paper, furniture, powder, salt fish (on which there is a drawback), velvets, cottons, woollen cloths, and French wines.

French vessels take cocoons, silk, cotton, sponges, and skins.

Austrian vessels, besides the above enumerated articles as brought by French vessels, bring building wood.

Austrian vessels take the raw produce of Greece, as stated under the head of exports by French vessels.

Italy takes the same kind of articles, and sends cargoes of rice to the Piræus.

The above are most of the articles of import and export. Having carefully looked over some remaining thirty articles, I do not find any suitable to the English market, they are taken in small quantities by other countries, and their total value is about 3,000*l.* sterling. I would not here be understood that new and important articles suitable to the English market may not be developed in Greece, as recently in the lead mines of Sunium.

Lead Mines of Sunium.—The silver mines of Sunium, after a lapse of 2,294 years, are now worked by a French company, principally for the produce of lead. The works employ continually 400 workmen, and work seven furnaces. From ten to twelve British vessels bring the coal required, and return to England with cargoes of lead.

Tariff and Trade Legislation.—The Greek customs tariff has of late years been on a steady decrease, and the valuable results as shown in the enclosures of the circular of the Foreign Office of October 14, 1864, has been by me fully placed before those to whom the improved customs tariff is due, and among these I may name M. Luca Ralli, the mayor of this place. The fiscal wants of the Government always open a great temptation to depart from the salutary policy of free trade, but I have every hope from the past that a right judgment will at last preside in the matter: at present there is a tariff in preparation upon which I am in communication with the Hon. E. M. Erskine, Her Majesty's Minister at Athens.

Manufacturing Industry.—In my Report for 1864, I enumerated the steam mills at work for flour, silk furniture, and for pressing cotton. Two new flour mills were added in 1865, one of them in the esplanade called Xeres, where the terminus of the railway between Athens and Piræus will be constructed.

Improvements in Athens and the Piræus.—Athens is a city now entirely transformed, fine houses and spacious streets, well paved, lighted, and kept, now spread from the former confined Turkish quarters; and, according to the testimony of travelled Englishmen and foreigners, Athens and the Piræus for their size bear a favourable comparison with the towns of Europe.

Steam, Telegraphic, and Postal Communications.—Passengers have now every facility by the French and Austrian steamers. The telegraph is in communication with the European lines, and new postal communications are daily being opened up.

Population.—Athens and the Piræus contain 60,000 inhabitants, and there are about the same number in the surrounding villages. The population of Greece in general may be expected to double in forty years. That of the principal towns on the sea coast in a much shorter time. Since the last forty years Continental Greece has trebled, the Islands doubled, and the Morea increased one-fourth in population. The mills at work at the Piræus have caused a number of workmen to settle here; about 680 came in 1865.

The presence at the Piræus of the vessels of war of most nations, English, French, Russian, Austrian, Italian, Dutch, and Turkish, has given much employment. And a great improvement is apparent in the personal discipline and deportment of the seamen, and notably so in the case of the seamen of Great Britain and France.

It would be no difficult task to find much for criticism in this one of the newly established countries, but with all these defects I entertain the hope that the principles of political and civil freedom are on a basis of permanence and steady produce.

Piræus of Athens, June, 1866.

ITALY.

NAPLES.

Report by Mr. Consul General Bonham on the Trade of Naples for the Year 1865.

SHIPPING AND NAVIGATION.

THE year 1865 has been a most unfavourable year for commerce in Naples. The amount of British shipping during that year shows a very considerable decrease, as appears from the annexed Tables.

				Number of Vessels.	Tonnage.	Crews.
1863	Steam	..	..	153	111,189	..
	Sailing	..	..	211	37,313	..
	Total	..	..	364	155,102	6,508
1864	Steam	..	..	128	96,529	..
	Sailing	..	..	216	45,066	..
	Total	..	..	344	141,595	5,807
1865	Steam	..	..	130	93,150	..
	Sailing	..	..	117	19,837	..
	Total	..	..	247	113,023	4,822

The cargoes brought by these vessels have been as follows—

Cargoes.	1863.		1864.		1865.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
General	148	116,219	129	96,369	127	92,451
Salt Fish of all kinds	62	6,925	57	6,873	37	4,225
Coals	75	18,854	74	23,737	37	9,839
Iron	46	7,099	56	7,808	32	4,724
Grain	21	4,336	18	4,190	1	279
Ballast and Sundries ..	12	1,669	10	2,618	10	1,179
Sugar	..	..	..	..	2	216
Spirits	..	..	..	..	1	110
Total ..	364	155,102	344	141,595	247	113,023

Of vessels under the Italian flag there is a small decrease, according to the amount furnished me by the Health Office. They have amounted to the subjoined totals during the last three years; but I must add that the account this year does not appear to have been kept with any great care, and no distinction is made between steam and sailing vessels.

Shipping under Italian Flag.				Number of Vessels.	Tonnage.
1863	Steam	..	..	953	265,441
	Sailing	..	..	3,395	207,900
Total				4,348	473,341
1864	Steam	..	..	894	262,652
	Sailing	..	..	3,090	200,313
Total				3,984	462,965
1865	Steam	..	..	..	..
	Sailing	..	..	..	..
Total				3,835	421,612

The arrivals of vessels under foreign flags during the last three years, have been as follows—

Nationality.			1863.		1864.		1865.	
			No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
American	..	..	5	1,936	5	3,354	2	2,427
Austrian	..	..	22	5,728	19	5,186	40	12,735
Belgian	..	..	..	..	1	612	..	..
Danish	..	..	3	344	7	708	1	302
Dutch	..	..	45	10,856	58	15,376	41	15,183
French	..	..	455	143,322	382	127,856	321	124,542
Greek	..	..	97	20,417	141	31,019	184	43,048
Hanoverian	..	..	12	1,380	8	901	11	6,945
Hanseatic	..	..	4	1,231	4	2,398	1	400
Oldenburg and Mecklen-								
burgian	..	..	6	941	6	1,055	5	644
Prussian	..	..	5	940	7	1,773	7	1,096
Roman	..	..	..	..	4	206	..	..
Russian	..	..	8	2,273	14	3,531	14	5,363
Spanish	..	..	11	1,159	6	583	1	69
Swedish and Norwegian	..	..	35	8,622	53	12,650	20	5,986
Turkish	..	..	2	215	8	713	15	2,404
Total	..	..	710	199,364	723	208,521	663	221,144

British and Maltese shipping at the Vice-Consular ports in these provinces has not varied much during the past year; there is, however, a small decrease, as shown in the subjoined returns for the last two years—

Ports.	1864.		1865.	
	Vessels.	Tons.	Vessels.	Tons.
Bari	25	4,256	19	2,480
Barletta	15	3,877	..	..
Brindisi	21	4,666	19	4,537
Castellammare	20	4,863	13	3,757
Catanzaro	..	..	2	335
Gallipoli	58	7,031	63	8,112
Gioia and Calabria	12	1,567	17	2,074
Manfredonia	11	4,256	..	..
Manopoli	4	677	..	..
Taranto	16	2,482	31	5,364
Total	182	33,675	169	26,659

Subjoined is the number and classification of all vessels belonging to and inscribed in the registers of the maritime districts of the province of Naples—

Districts.	Above 300 Tons.		From 101 to 300 Tons.		Not exceeding 100 Tons.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Naples	17	6,481	188	35,206	872	29,545	1,077	71,232
Castellammare	174	60,112	39	5,789	447	11,350	660	77,242
Procida	9	3,399	82	17,660	561	15,972	652	37,031
Total	200	69,992	309	58,646	1,880	56,867	2,389*	185,505

HARBOUR.

The works on the breakwater to the west of the harbour at Naples were carried on without interruption during the year 1865. This breakwater is a very important work, and considerable progress has been made with it during the past year. It commences near the lighthouse on the military harbour point, and runs out in the direction of east 15° south. A length of 170 metres has been completed, and 106 metres more are in course of construction, of which about 50 have reached the water-level. The total projected length is 800 metres. The depth of water at the starting point is 8 metres, it is now being worked at the depth of 22 metres, the width at the top is 36 metres. So far as it goes it appears well and solidly constructed; it already adds greatly to the security not only of the harbour, but of the inner roadstead by checking the westerly swell, so much so that the mail steamers now anchor, discharge, and embark cargo and coal in the roadstead at all times, without entering the harbour. The military port remains as it was: there is no present prospect of its being given up to commercial purposes. A Commission of Engineer Officers is engaged at Taranto studying the works required to be executed at that port to adapt it for the uses of a naval station, for which, from its position, it is eminently fitted; but no works have yet been commenced there, and it will probably be many years before the naval establishments of Naples are removed, as it is contemplated they eventually are to be, to Taranto.

TRADE.

Imports and Exports.—As already mentioned, the year 1865 was very

* Exclusive of 835 fishing boats, measuring 2,176 tons.

unfavourable for commerce, which was generally depressed throughout that year, especially during the latter portion of it. In the month of July cholera made its appearance at Ancona, and subsequently spread to towns in the Southern Provinces. Quarantine was established at Naples and rigidly enforced for a length of time against all arrivals by sea. In the first days of October, however, cholera appeared at San Giovanni Teduccio, a township adjoining Naples, and speedily spread into the city, where for a time it raged with some severity, it finally ceased about the end of December. During that time Naples was placed in quarantine by other ports, and commercial operations were almost entirely stopped.

Another cause of depression may probably be found in the continued and lamentable state of insecurity which has prevailed in many country districts, seriously interfering with internal communication.

The total value of imports and exports at Naples, according to a return published by the Naples Chamber of Commerce, was as follows—

	Value.	
	Imports.	Exports.
	£	£
In 1863	6,130,968	1,989,327
„ 1864	7,119,276	1,456,940
„ 1865 { According to a Return from the Director of Customs. }	5,681,093	1,069,777

These imports and exports in 1865 are from and to the under-mentioned countries—

Nationality.	Value.	
	Imports.	Exports.
	£	£
Great Britain and British Possessions ..	1,889,181	319,860
Austria	86,032	4,108
Belgium	16,749	80
Denmark	..	11
Egypt	1,177	11,154
France and Algeria	1,989,785	638,164
Greece	14,061	3,230
Hanse Towns	26,929	1,532
Holland	289,601	25,355
Leghorn (Free Port)	760,569	2,848
Mexico	1,700	..
Portugal	57,453	..
Prussia and Zollverein	11,325	2
Rome	64,162	32,188
Russia 1870	18,140	1,357
Spain	10,849	366
Sweden	19,248	73
Switzerland	1,484	..
Tunis	656	2,924
Turkey	376,974	9,104
United States of North America ..	45,018	17,421
Total	5,681,093	1,069,777

In the custom-house returns the imports and exports are divided into twenty categories or classes, as follows—

IMPORTS.

Description.	England and British Possessions.	France and Algeria.	Leghorn (Free Port).	Holland.	Turkey.	Rome.	United States of North America.	Other Countries.	Total.
	£	£	£	£	£	£	£	£	£
Liquids, viz., Mineral and other Waters, Oil, Wine, Spirits, and fermented Liquors	16,784	63,403	10,001	3,829	38	175	..	26,331	120,661
Colonials, viz., Sugar, Coffee, &c., also Dyes, Medicals, Chemicals, Sponges, Soaps, Wax, and Perfumeries	187,869	504,736	47,456	248,356	550	2,911	19	49,484	1,041,381
Fruits, Seeds, Plants, Garden Stuffs	211	1,540	1,499	6	..	36	..	3	3,296
Animal Substances, viz., Butter, Eggs, Candles, Cheese, Salt Provisions, Grease of all sorts, Honey, &c.	491	6,399	3,236	1,336	..	16,503	..	158	28,123
Fish, salted or in oil	91,533	4,332	5,111	817	..	82	12,351	27,554	141,780
Live Animals	19	3,235	76	..	..	484	..	2	3,816
Hides of all sorts, Leather and Manufactures of	68,878	128,569	127,608	2,818	..	2,297	..	17,783	347,953
Hemp and Flax, Raw and Manufactures of	99,187	29,542	11,597	54	..	5,033	..	3,247	148,660
Cotton, Raw and Manufactures of	774,046	182,944	109,387	..	..	2,997	..	1,599	1,070,973
Wool and Hair, and Manufactures of	154,079	252,493	143,907	153	..	1,068	..	12,913	564,613
Silk, Raw and Manufactures of	18,535	327,912	44,685	..	..	1,938	..	3,798	396,868
Cereals, Flour, and Macaroni	1,587	25,228	1,201	1,018	376,335	13	..	30,504	435,886
Timber of all sorts, Manufactures in Wood, Charcoal	2,358	8,833	5,726	98	..	22,969	..	31,654	71,633
Paper and Books	9,383	25,702	3,535	437	..	2,075	..	3	41,135
Mercery, Hardware, Machinery, Clocks and Watches, Musical Instruments, and Miscellaneous Articles	54,106	170,927	36,845	2,170	..	4,226	48	5,325	273,847
Iron, Copper, Lead, and other Metals and Manufactures of	320,121	140,793	14,958	19,222	..	768	140	26,382	522,384
Gold and Silver worked and unworked, and Precious Stones	88	51,742	13,838	778	..	152	..	34	66,832
Coal and Bitumen, Stone and Marble, Sulphur	71,165	2,338	553	795	..	340	298	2,147	77,636
Earthenware, Porcelain, Crystal, Glass, and Mirrors	18,665	58,241	1,466	2,033	..	98	..	20,571	101,124
Tobacco	76	876	177,884	5,631	1	2	32,162	6,260	2,289,2
Total	1,889,181	1,989,785	760,569	289,601	376,374	64,162	45,018	265,803	5,681,093

ITALY.

EXPORTS.

Description.	England and British Possessions.	France and Algeria.	Leghorn (Free Port).	Holland.	Turkey.	Rome.	United States of North America.	Other Countries.	Total.
	£	£	£	£	£	£	£	£	£
Liquids, viz., Mineral and other Waters, Oil, Wine, Spirits, and fermented Liquors	2,945	29,530	4	424	220	21,181	237	654	55,195
Colonials, viz., Sugar, Coffee, &c., also Dyes, Medicals, Chemicals, Sponges, Soaps, Wax, and Perfumeries	142,428	73,319	63	18,974	205	274	12,158	1,533	248,554
Fruits, Seeds, Plants, and Garden Stuffs	56,144	136,481	..	995	6,488	1,748	4,432	7,223	213,511
Animal Substances, viz., Butter, Eggs, Candles, Cheese, Salt Provisions, Grease of all sorts, Honey, &c.	8,289	16,103	13	263	61	70	14	529	25,342
Fish, salted or in oil	1,841	30	7	..	6	897	1	109	2,891
Live Animals	855	40	..	..	..	..	..	36	931
Hides of all sorts, Leather and Manufactures of	4,409	25,199	..	..	203	262	7	545	30,948
Hemp and Flax, Raw and Manufactures of	3,074	17,932	..	36	919	902	67	714	23,644
Cotton, Raw and Manufactures of	7,680	153,997	135	..	..	..	..	66	161,878
Wool and Hair, and Manufactures of	2,286	24,354	5	..	..	2	..	13	36,846
Silk, Raw and Manufactures of	14,259	51,218	..	..	..	96	..	2,638	68,211
Cereals, Flour, and Macaroni	1,924	5,268	..	..	349	4,548	..	3,627	16,154
Timber of all sorts, Manufactures in Wood, Charcoal	261	5,252	47	..	273	123	..	1,966	7,922
Paper and Books	5,012	3,991	..	25	12	359	..	537	9,936
Mercery, Hardware, Machinery, Clocks and Watches, Musical Instruments, and Miscellaneous Articles	10,420	22,239	2,235	3,046	343	219	505	1,209	40,216
Iron, Copper, Lead, and other Metals, and Manufactures of	46,481	6,850	330	19	17	16	..	215	52,928
Gold and Silver worked and unworked, and Precious Stones	12,920	63,658	..	624	..	..	..	1,759	78,361
Coal and Bitumen, Stone and Marble, Sulphur	58	1,381	9	1	2	1,491	..	889	3,881
Earthenware, Porcelain, Crystal, Glass, and Mirrors	174	648	..	1	6	..	..	575	1,404
Tobacco	..	674	..	..	..	..	..	..	674
Total	319,860	638,164	2,848	25,355	9,104	32,188	17,421	24,837	1,069,777

The foregoing Table of exports, applying only to Naples, does not show the value of olive oil exported from these provinces, this oil being, however, the principal article of export from the southern provinces. I annex a return showing the quantities and value exported during 1865, from the principal ports where there are Vice-Consuls—

Ports.	Quantity.	Value.
	Tuns.	£
Gallipoli	4,603	218,733
Bari and Mola di Bari	9,449	406,285
Gioia in Calabria	7,142	393,570
Taranto	2,973	117,000
Castellammare	61	2,651
Total	24,228	1,138,239

The exact quantity of salt-fish imported during the last three years, principally from British North America, has been as follows—

Description.	1863-4 (In 89 Vessels).	1864-6 (In 72 Vessels).	1865-6 (In 45 Vessels).
	Cwt.	Cwt.	Cwt.
Cod Fish	120,850	98,146	78,863
Stock Fish	19,000	20,593	24,000
Cornish Pilchards	55,300	37,375	9,000
Spanish Pilchards	34,000	16,270	..
Herrings	2,000	6,010	1,100
Total	238,150	178,394	112,963

Subjoined are prices of some of the principal imports and exports during the year 1865—

Imports.

	D.	G.	D.	G.	£	s.	d.	£	s.	d.	
Bar Iron cantio	5	80	to	6	00	=	11	4	10	to	11 12 7 ton.
Sheet Iron "	8	00		9	00		15	10	1		17 18 6 "
Cod Fish, Gaspé "	16	00		16	50		1	10	6		1 11 5 cwt.
" St. John's "	15	00		16	00		1	8	6		1 10 6 "
" Labrador "	11	00		12	50		1	1	0		1 3 10 "
Pilchards hhd.	25	00		26	50		4	5	0		4 10 1 hhd.
Herrings barrel	7	00		8	00		1	3	10		1 7 2 barrel
Stock Fish cantio	15	00		16	00		1	8	7		1 10 6 cwt.
Sugar, refined "	24	00		25	50		2	5	8		3 8 6 "
Coffee "	44	00		59	00		4	3	9		5 12 4 "
Coals "	00	80		00	90		1	11	0		1 14 1 ton.
Rum gallon	1	00		1	04		0	3	5		0 3 6 gallon
Hides, dry cantio	46	00		50	00		4	7	7		4 15 2 cwt.
" salted "	25	00		26	00		2	7	7		2 9 6 "

Exports.

	D.	G.	D.	G.	£	s.	d.	£	s.	d.	
Madder Roots, 18 months } .. cantio	12	00	to	13	25	=	23	5	2	to	25 13 7 ton
Madder Roots, 30 months } .. "	12	50		13	75		24	4	6		26 12 11 "
Cream of Tartar pound	00	13		00	15		3	10	3		4 1 1 cwt.
Liquorice cantio	28	00		36	00		2	13	4		3 8 6 "
Olive Oil, Gallipoli sama	37	00		42	00		45	5	9		51 8 2 tun
" Gioia botta	98	00		105	00		43	12	3		46 14 8 "
Bones cantio	1	80		2	00		8	9	9		3 17 6 ton

Exports—continued.

			D.	G.	D.	G.	£	s.	d.	£	s.	d.	
Wool	..	.. cantio	70	00	to 100	00	=	6	13	3	to	9	10 5 cwt.
Almonds	..	.. „	40	00	49	00		3	16	2		4	13 3 „
Linseed	..	.. tomalo	2	60	3	00		2	7	9		2	15 1 quarter
Green Fruit	..	.. box	7	00	10	00		1	3	9		1	14 0 box
Cotton	..	.. cantio	86	00	122	00		8	3	9		11	12 3 cwt.
Raw Silk	..	lb. of 12 oz	7	00	8	50	{	189	4	2	{	229	15 1 „
								1	11	9		1	18	1 { lb. of 16 oz.

The following are the monthly rates of exchange and prices of the public funds in Naples during the year 1865—

	Italian 5 per cent. Funds.				Exchange on London per £ Sterling at 90 Days' date.			
	Highest.		Lowest.		Highest.		Lowest.	
	D.	G.	D.	G.	D.	G.	D.	G.
January	65	70	64	40	24	85	24	75
February	65	50	64	80	24	85	24	80
March	65	20	64	00	24	80	24	80
April	66	50	65	25	24	85	24	80
May	66	15	65	20	24	85	24	85
June	67	00	66	45	24	95	24	85
July	64	45	64	15	24	95	24	95
August	65	10	64	00	24	95	24	85
September	65	60	6	80	24	85	24	85
October	65	35	64	40	25	00	24	85
November	64	95	64	70	24	90	24	80
December	66	20	65	05	24	80	24	70
During the Year	67	00	64	00	24	00	24	70

The following Table shows the decline in the value of the public funds (5 per cent.) in Naples since the year 1860—

	Highest.		Lowest.	
	D.	G.	D.	G.
1860	113	00 $\frac{2}{3}$	77	00 $\frac{1}{3}$
1861	89	00	70	50
1862	72	45	71	10
1863	73	95	68	65
1864	70	80	64	90
1865	67	00	64	00

CROPS.

Wheat and Maize.—The grain harvest in 1865 yielded a fair average, there has been little variation in price. The importation of grain from the Black Sea to Castellammare during the last year has been very large, fully equal to that of the previous year; it is stated to have amounted to 1,500,000 quintals, equal to 75,900 imperial quarters.

Olive Oil.—With the exception of the western districts of Calabria, the produce of olive oil throughout these provinces was generally deficient in 1865. In the province of Otranto, in which is situated Gallipoli, the principal oil shipping port, the produce did not exceed 6,000 tuns. From several of the ports whence oil is usually exported, as

Monopoli, Brindisi, Cantanzaro, and Barletta, no oil was exported during the last year.

Madder Roots.—A fine average crop of these roots was gathered during the last season, chiefly in the vicinity of Naples.

Silk.—The produce of silk in these provinces during the year 1865, was not more than 200,000 lbs., about an eighth of an average crop; an unusually small quantity of seed was hatched, and the disease was again very fatal. Prices ruled high, viz., from 33s. to 40s. per lb. A small quantity only of last year's crop, about one-tenth, remained unsold.

Cotton.—The amount of land devoted to the cultivation of cotton in these provinces cannot be ascertained with any certainty, there being no statistics whatever. It is estimated that the extent of land planted with cotton in 1865, was but little more than the half planted in 1864; the failure of the crop in the former year having discouraged cultivators. The amount of cotton produce, however, in 1865, is believed to have been fully equal to that produced in 1864. From the best information obtainable, the quantity so produced may be taken as follows in the year 1865—

	Quintals.	lbs. Rough Cotton.
Provinces :—Naples, Salerno, and Ferra di Lavoro ..	90,000 equal to	19,800,000
Otranto	40,000 „	8,800,000
Other Provinces	40,000 „	8,800,000
	170 000 „	37,400,000

Rough cotton generally of good quality, or say 12,000,000 lbs. cleaned cotton. The prices realized in 1865 have been from 400 to 425 lire per quintal, equal to about 8*l.* to 8*l.* 10s. per cwt. The produce is variously estimated at from 2 $\frac{3}{4}$ to 4 quintals per hectare rough cotton, about 242 to 352 lbs. per acre.

RAILWAYS.

The railway down the coast of the Adriatic, which, as stated in my last Report, had been completed and opened as far as Brindisi, has been now farther continued and opened to Lecco, 38 kilomètres, within about 24 miles of Gallipoli, whether it will be thence continued down the coast to Otranto, or branch off to Gallipoli, is as yet uncertain; no works are going on. The entire length of the railway from Ancona to Joggia is 326 kilomètres, from Joggia to Brindisi 233. This distance, viz., from Brindisi to Joggia is now run daily by an express train in 7 hours. A branch from the Adriatic line has also been completed from Bari to Gioia, 53 kilomètres, within about 30 miles from Taranto; no works are in progress to complete the line between those two towns. The works on the Calabro-Sicilian line, which is to connect Taranto with Reggio, have been commenced at different points; a great number of rivers have to be crossed, which necessarily occupies much time, and the completion of this line is still far distant, at present the works are stopped. As regards any line which may connect Naples with the Adriatic line, and by that means, with the rest of Italy, without passing through the Roman States, little has yet been done. A line has been surveyed from hence to Foggia by Benevento, and in some places work has been commenced; but it appears that want of capital prevents this line being much pressed forward. Indeed the works on the large railway station at Naples, which is to serve for the Roman, Castellammare, Salerno, and Benevento, Foggia lines, and which is about half completed, are now at a stand-still, as is reported, from the want of money.

PUBLIC WORKS AND LABOUR IN NAPLES.

Bread, fruit, and vegetables were generally cheap and abundant during last year ; there was no great or long continued distress amongst the poorer classes ; for a time, during the worst of the cholera and the consequent stagnation of commercial affairs, many were thrown out of work ; happily this did not last long, and wages generally were good. House rent is still at a very high rate, and continues to increase. As regards public works, all that can be said is that projects for building new streets, for constructing a new quarter to the city, for enlarging the public walk, called the Villa Reale, by filling in and gaining upon the sea ; for building blocks of houses on the east and west of the Villa Reale, partly on land to be recovered from the sea ; for improving the drainage of the city ; for introducing a supply of fresh water, and for other purposes, have been under the consideration of the Municipal Council during the last as during previous years, without any practical result being arrived at, or anything being done. The delay in coming to some definite decision in regard to the drainage and water supply, is greatly to be regretted, as the public health undoubtedly suffers seriously both from bad drainage and a very deficient supply of water.

Naples, June 9, 1865.

SARDINIA.

Report by Mr. Consul Craig on the Trade of Sardinia for the Twelve Years from 1852 to 1863, both inclusive.

CHANGES which for the last two years the Italian Government has been introducing into almost every branch of the public administration, have not only prevented my forwarding my Commercial Report for 1864, but have finally resulted in depriving me of the means of procuring those documents from which I used to compile my Reports.

The statistical department of the customs, previously located in Cagliari, has been transferred to Florence, and the mines having been classed among those sources of income subjected to the Tassadella, Riebezza, Mobile, and the annual payment of a fixed amount of tax having been assigned to each profitably productive mine in place of royalty on the produce, no further account is taken of the amount of mineral produced.

Being thus prevented compiling and transmitting my Reports as formerly, I have availed myself of the circumstance for making a recapitulation of my previous Reports as regards the exports from and the imports into the Island, for the twelve years from 1852 to 1863, that is, from the first reliable statement it was possible to procure, to the last, which, in all probability, we shall receive for some time hence.

These twelve years I have divided into periods of three years each, showing in separate statements the declared value and the quantity of each of the principal articles of export and import respectively.

I very much regret being thus deprived of the means for continuing the regular transmission of my commercial reports, but, on the other hand, I am inclined to think the accompanying statement will continue to represent the commerce of the Island for some time to come. The frequent deficiency of the crops of wheat and beans, two of the staple articles of the Island's produce, the drain of thousands of able-bodied youths for the war, the consequent increase of the cost of labour, and heavy taxes, all conspire at present to render progress impossible in the Island, and the maintenance of its present ground very doubtful.

Financial difficulties, coupled to doubts regarding the merits of the undertaking, have brought the proposed railways through the Island to a stand at their outset. Great benefits were expected to accrue to the Island from them, and the expectations would not have been delusive had the lines been completed and general utility been preferred to private interest, and mistaken economy in the direction of the lines, but even the comparatively slight advantage which might have resulted from the actual tracing when effected, is, I now fear, threatened with ending in disappointment.

On the twelve years in question, that is from 1852 to 1863, there appears a balance against Sardinia of 171,318*l.*, this, however, I believe, is more than compensated by the salaries of the Government employés, pensions, and other sources of direct introduction of cash into the Island, which being spent on articles consumed in it, is not represented in the statements of exports.

The following statements are hereunto annexed :

No. 1. Statement of the declared value of the various exports from the Island of Sardinia for the twelve years from 1852 to 1863, both inclusive.

No. 2. The same for the imports.

No. 3. Statement of the quantity of each of the principal articles exported from the Island of Sardinia for the twelve years from 1852 to 1863, both inclusive.

No. 4. The same for the imports.

English Equivalents of Monies, Weights, and Measures.—Exchange, 25 francs, 1*l.* sterling; the hectolitre, equal to 22·01 imperial gallons; litres, 290·78 equal to one imperial quarter of wheat, &c.; kilogrammes, 100 equal to 220·63 lbs. avoirdupois.

Cagliari, June 26, 1866.

No. 1.—STATEMENT of the Declared Value of the various Exports from the Island of Sardinia for the Twelve Years from 1852 to 1863.

Articles.	1852-3-4.	1855-6-7	1858-9-60.	1861-2-3
	£	£	£	£
Almonds	11,506	16,631	27,077	14,596
Bacon and Salt Meat	1,549	7,361	4,094	7,118
Barilla	3,415	13,245	17,208	4,431
Beans, Barley, and P	31,292	82,928	44,936	44,847
Bones and Horns	1,833	2,813	3,218	3,561
Cattle, live	11,120	72,138	115,264	275,667
Cheese	90,311	99,248	101,987	200,598
Coral	107,082	122,380	125,587	66,487
Corkwood	19,229	72,402	111,419	3,839
Fish, salt	5,135	3,172	7,681	34,441
Lead Ore	31,752	71,590	495,189	349,700
Olive Oil	96,679	74,916	110,157	102,426
Rags	5,702	14,863	16,255	17,721
Salt	27,435	93,756	122,290	152,821
Skins, raw	76,342	97,084	167,997	195,836
Tunny, salt and pickled	54,777	136,128	68,089	35,767
Wheat	594,520	137,971	248,356	148,518
Wine	347,393	185,704	161,771	116,396
Wood for building	13,957	12,844	13,505	10,449
Wool, raw	1,602	1,208	4,977	10,362
Articles not enumerated	40,337	86,258	182,423	386,107
Total	1,572,988	1,404,649	2,149,415	2,216,240

No. 2.—STATEMENT of the Declared Value of the various Imports into the Island of Sardinia for the Twelve years from 1852 to 1863.

Articles.	1852-3-4.	1855-6-7.	1858-9-60.	1861-2-3.
	£	£	£	£
Cloths .. {	Cotton	414,621	423,048	540,977
	Woollen	97,535	155,426	143,882
	Linen	39,465	368,946	56,002
	Silk	44,673	86,130	109,663
Coffee	42,453	69,479	83,573	134,215
Copper, wrought and unwrought	7,610	6,949	19,900	19,403
Cotton Wool	650	1,506	1,635	1,543
Cotton Yarn	15,952	18,610	18,814	19,232
Drugs and Spices	11,551	28,095	25,342	29,652
Fish, salt	11,470	8,892	6,424	11,772
Glass and Crystal	16,318	24,485	31,170	18,275
Hardware	36,175	55,830	100,112	61,845
Iron and Steel	64,143	74,474	78,018	126,278
Leather and Tanned Skins	22,766	48,044	67,637	67,674
Paper of all kinds	16,700	17,186	21,877	24,794
Soap	24,467	34,905	38,295	27,201
Sugar, coarse and fine	125,063	232,095	256,475	261,185
Spirits	4,188	14,153	37,970	39,851
Wood of all kinds	41,433	53,269	71,560	89,877
Wool, raw	3,564	2,889	4,453	2,016
Articles not enumerated	265,540	295,094	315,719	856,907
Total	£ 1,806,337	1,687,505	2,029,498	2,491,270

No. 3.—STATEMENT of the Quantity of each of the principal Articles
Exported from the Island of Sardinia for the Twelve Years from 1852
to 1863.

Articles.	1852-3-4.	1855-6-7.	1858-9-60.	1861-2-3.
Almonds lbs.	697,441	1,061,357	1,538,775	801,251
Bacon and Salt Meat	103,455	398,694	221,180	946,197
Barilla cwt.	15,125	12,329	17,232	17,641
Beans, Barley, and Pulse imp. qrs.	25,532	56,377	35,937	37,203
Bones and Horns tons	733	663	650	921
Cattle, live No.	4,781	20,809	32,223	68,743
Cheese cwt.	78,882	71,978	65,265	138,364
Coral lbs.	166,163	200,335	249,520	210,577
Corkwood cwt.	57,859	182,573	300,820	63,990
Fish, salt lbs.	228,103	215,624	468,484	3,116,665
Lead Ore cwt.	97,852	249,472	961,671	842,618
Olive Oil lbs.	4,610,165	3,399,870	4,970,702	4,283,897
Rags cwt.	12,963	29,078	28,928	23,647
Salt tons.	127,081	169,787	219,021	243,886
Skins, raw lbs.	2,623,484	2,644,459	3,083,788	3,751,800
Tunny, salt and pickled	3,777,280	7,596,904	3,493,013	2,152,453
Wheat imp. qrs.	270,691	49,556	114,554	76,061
Wine imp. gal.	7,955,743	2,223,456	2,706,693	2,166,078
Wood for building .. value £	13,957	12,842	13,505	10,448
Wool, raw lbs.	104,367	58,185	206,275	1,155,189
Articles, not enumerated value £	40,337	86,258	182,428	386,107

No. 4.—STATEMENT of the Quantity of each of the principal Articles
Imported into the Island of Sardinia for the Twelve Years from
1852 to 1863.

Articles.	1852-3-4.	1855-6-7.	1858-9-60.	1861-2-3.
Cloths .. {	Cotton .. lbs.	2,422,203	3,575,995	4,123,127
	Woollen	383,770	450,737	502,270
	Linen	796,898	507,197	606,556
	Silk	37,665	71,738	89,714
Coffee	2,367,576	3,359,186	3,522,626	3,982,486
Copper, wrought & unwrought ..	115,612	181,455	562,377	692,419
Cotton Wool	85,486	100,334	41,102	46,925
Cotton Yarn	172,943	1,372,896	286,003	296,510
Drugs and Spices	1,262,319	2,627,085	2,034,989	2,291,972
Fish, salt cwt.	12,175	8,807	5,437	10,538
Glass and Crystal lbs.	2,444,976	1,653,294	2,156,976	1,684,517
Hardware	477,691	472,454	612,235	670,578
Iron and Steel tons	3,484	4,046	3,840	4,957
Leather and Tanned Skins .. lbs.	872,161	1,386,401	1,493,801	1,436,138
Paper of all kinds	476,399	422,074	1,125,543	1,048,082
Soap	1,761,366	2,597,371	2,321,604	1,765,564
Sugar, coarse and fine .. cwt.	80,961	120,953	117,779	138,767
Spirits imp. gal.	44,169	141,331	97,421	1,622,998
Wood of all kinds .. value £	41,433	53,269	71,560	89,877
Wool, raw lbs.	172,039	130,132	166,671	83,082
Articles not enumerated .. value £	265,540	295,094	315,719	856,907

NEW GRANADA.

PANAMA.

Report of Mr. Acting Consul Bidwell on the Trade of Panama and Colon for the Year 1865.

SHIPPING AND NAVIGATION.

THE number of ships and amount of tonnage entering the port of Panama during the year was as follows:—

Vessels.	Tonnage.	Crews.	Value of Cargo.
134	176,448	6,953	£ 11,409,896

The number entering Colon during the same period was:—

					Tons.
200 British Ships	..	..	..	..	131,578
139 Foreign	..	..	..	..	111,179

The following is a comparative statement of the navigation of the port of Panama for the last five years (direct and indirect trade):—

BRITISH.

		ENTERED.			
		Vessels.	Tonnage.	Crews.	Value.
					£
1861	..	37	30,084	1,800	1,803,588
1862	..	43	33,975	1,861	1,704,300
1863	..	37	30,412	1,732	2,383,088
1864	..	45	35,832	2,019	3,224,973
1865	..	47	41,527	2,352	2,518,064
		CLEARED.			
1861	..	37	30,317	1,688	176,677
1862	..	42	33,827	1,775	1,041,370
1863	..	37	30,356	1,734	921,218
1864	..	43	34,529	1,954	903,089
1865	..	47	49,968	2,284	940,211

FOREIGN.

		ENTERED.			
		Vessels.	Tonnage.	Crews.	Value.
					£
1861	..	83	84,472	4,059	7,957,666
1862	..	72	93,583	3,956	8,607,365
1863	..	86	125,429	4,288	9,323,407
1864	..	97	147,997	5,342	9,681,885
1865	..	87	135,921	4,601	8,891,832
		CLEARED.			
1861	..	79	83,254	4,038	1,558,703
1862	..	69	93,400	4,050	3,575,696
1863	..	79	117,584	4,038	4,067,335
1864	..	91	146,058	5,186	4,804,624
1865	..	90	132,018	4,741	5,106,157

In addition to the above, from 20 to 30 coasting vessels enter the port annually.

In August, 1865, a line of French mail, passengers and cargo steamers, commenced sailing monthly from St. Nazaire to the port of Colon, touching at the West India Islands and Santa Martha.

The trade by these vessels to and from the Isthmus appears to be rapidly developing, many of the passengers and much of the merchandize which formerly went to and from the Continent by British steamers, via Southampton and Liverpool, being now forwarded by the French vessels.

To meet this line the Pacific Steam Navigation Company (British) have set up a third service monthly between Panama and the South Pacific ports.

The steamers arriving and departing periodically at Panama and Colon during the year, were, for each month, as follows:—

		Arrivals.	Departures.
Between—			
Colon, West Indies, and Southampton ..	..	2	2
" " and Liverpool ..	..	2	2
" " and St. Nazaire ..	..	1	1
" " and New York ..	..	3	3
" " and Grey Town ..	..	1	1
" " and Santa Martha ..	..	1	1
Panama and South Pacific Ports ..	..	4	4
" " and Central America Ports ..	..	2	2
" " Mexico and California ..	..	3	3

Or 38 arrivals and departures monthly since August, and 34 up to that period.

A monthly line of British mail steamers between Panama and Wellington, New Zealand, in connection with branch steamers to Sidney and Melbourne, is announced to commence their departure from Panama in June, 1866, and a new line of Spanish steamers is now in operation between the Island of Cuba and Colon, touching at Trujillo (Honduras) and San Juan de Nicaragua on the outward voyage, and Jamaica on the return voyage.

The Panama Railroad Company have recently constructed for their use in the Bay of Panama a steam tender of a large size, which was sent

out from New York and over the line of railway in compartments; several large iron launches have also been constructed in a similar manner at Panama for the use of the steam packet companies trading in the Pacific.

TRADE AND COMMERCE.

The exports of produce of the Isthmus during the year may be estimated as follows:—

	Quantity.	Price.	Value.
		cts.	\$
Pearls	..	..	140,496
Pearl Shells	tons 789	0 50	39,000
Cotton	lbs. 80,000	0 25	20,000
Hides	.. 220,000	0 12	26,600
Deer-skins	.. 22,800	0 40	9,120
Caoutchouc	quintals 4,000	20 00	80,000
Vegetable Ivory—			
Atlantic Ports	lbs. 200,000	0 02½	} 15,300
Pacific Ports	.. 412,000	0 02½	
Sarsaparilla—			
Atlantic Ports	quintals 93	} 25 00	2,825
Pacific Ports	.. 100		
Tortoise-shells—			
Atlantic Ports	lbs. 200	} 5 00	2,450
Pacific Ports	.. 290		
Shells	.. 10,000	0 05	500
Cattle, Fruit, Vegetables, &c., supplied to Ship-			
ping and Steam Ship Establishments	..	..	180,000
Total Exports 103,258½ 4s. =	..	..	\$516,290

The following statement shows the gross amount of traffic over the Panama Railroad during the year, and includes all exports and imports, except the local exports of Colon, which may be valued at 15,000*l.*, and the imports for consumption at that place, about 100,000*l.* annually.

STATEMENT showing the Number of Passengers, the Amount of Treasure, Mails, and other Freight transported, on the Panama Railroad during the Year 1865—

Description.	Towards the Pacific.	Towards the Atlantic.	Total.
Passengers	16,850	17,343	34,193
Gold	5,844	32,561,195 40	32,567,039 40
Silver	128,985 97	14,580,605 49	14,709,591 46
Jewellery	352,110 15	..	352,110 15
Treasury Notes	9,057,350 00	..	9,057,350 00
American Mails	lbs. 606,154	116,593	722,747
English	39,916	12,288	52,204
Baggage	296,531	366,220	652,751
Express Freight	feet 9,495 × 5	3,054 × 5	12,549 × 10
1st Class	1,374,629 × 6	19,133 × 10	1,393,763 × 4
2nd	652,534	2,349,817	3,002,351
3rd	2,538,967	3,267,233	5,806,200
4th	18,387,608	8,246,518	26,634,126
5th	265,117	4,679,693	4,944,810
6th	182,170	11,683	193,853
Special	1,701,752	4,946,866	6,648,618
.. .. .	feet 167,578 × 11	1,094,698 × 8	1,262,277 × 7
Coal	lbs. 12,599,243	..	12,599,243
Receipts from Way Freight	\$ 1,519 74	2,702 00	4,221 74

Summary.

Passengers	..	..	..	..	34,193
Treasure	..	..	..	\$	47,628,741
United States Treasury Notes	..	..	..	\$	9,057,350
Freight by weight	..	..	..	lbs.	61,256,903
„ by measurement	..	..	..	feet	2,668,589

Several important changes having been made in the classification of freight carried by the Railroad Company since the tariff was transmitted in the Report for 1861, I annex a corrected copy of the tariff.

PANAMA RAILROAD TARIFF.

Price of passage, \$25; children under 12 years, half-price; under 6 years, quarter ditto.

Special Rates of Freight.

Acid—Muriatic, Sulphuric, and Nitric, 5 cents per lb.	Horses, on other than steamer trains, \$20 each.
Baggage—Passengers' (100 feet free), 5 cents per lb.	Ice, \$10 per ton, 2,240 lbs.
Carriages, 20 cents per cubic foot.	Jewellery, one quarter per cent. on value.
Coal, \$5 per ton of 2,240 lbs.	Lumber—White Pine, \$10 per M.
Cocoa-nuts, \$1 per hundred.	„ Yellow ditto, \$12 per M.
Cattle at Owners' risk, ordinary trains, over eight, \$5 each. Cattle, ditto, under eight, \$7 each.	„ Oak, \$15 per M.
Cattle, steamer trains, Owners' risk, special agreement, \$25 each.	„ Cedar and Mahogany, \$15 per M.
Coke Coal, \$7 per ton of 2,240 lbs.	Mules at Owners' risk, special agreement, \$20 each.
Cartridges, with balls, 5 cents per lb.	Oil, Whale and Palm, towards the Atlantic, 4 cents per gallon.
Copper Ore, in bags, three-eighths of one cent per lb.	Patent Fuel, \$5 per ton of 2,240 lbs.
Demijohns, 50 cents each.	Pitch, \$1 per barrel.
Dye Woods, \$7 per ton of 2,240 lbs.	Platina, three-eighths per cent. on value.
Express Freight, by steamer trains, \$1 80 cts. per cubic foot.	Poultry—Chickens, 75 cents per dozen; Turkeys, \$1 50 cts. per dozen.
Furniture, such as Tables, Chairs, Bu- reaux, Bedsteads, Glass Shades, &c., 25 cents per cubic foot, Fuse.	Precious Stones, three-eighths per cent. value.
Gunpowder, separate cars, 5 cents per lb., net.	Quicksilver, 50 cents per iron flask.
Gold in dust, coined or manufactured, one quarter per cent. on value.	Resin, \$1 per barrel.
Hides, 15 cents each.	Shingles, \$3 per M.
Horses, at Owners' risk, steamer trains, special agreement, \$40 each.	Silver, in bars, coined or manufactured, three-eighths per cent. on value.
	Silver Ore, one-half per cent on value.
	Swine, at Owners' risk, \$2 each.
	Sheep, at Owners' risk, by Passenger trains, \$12 50 cts.
	Tin Ores, three-eighth of one cent per lb.
	Tar, \$1 per barrel.

Classification of Freight.

First Class Freight, comprising Merchan- dise in boxes and bales, not otherwise enumerated, 50 cents per cubic foot.	Fourth Class Freight, ditto, ditto, three- quarters of a cent per lb.
Second Class Freight, as per description annexed, one and a-half cents per lb.	Fifth Class Freight, ditto, ditto, half of one cent per lb.
Third Class Freight, ditto, ditto, one cent per lb.	Sixth Class Freight, ditto, quarter of a cent per lb.

All Articles not specially named to be assimilated.

First Class—Fifty Cents per Cubic Foot.

Books, Boots, Bonnets.
 Cinnamon, Clothing, Cigars, Cards
 (playing), Cassia Lignea, Caps.
 Drugs, Dry Goods, not elsewhere enu-
 merated.
 Eau de Cologne, Essential Oils, Essences.
 Flannel, Fireworks, Furs, not otherwise
 enumerated.
 Feathers.
 Glassware, fine, stained and plate, at
 Owners' risk.
 Looking Glasses, at Owners' risk.
 Gloves.
 Hats, Fur or Felt, and of Guayaquil or
 Panama straw.

Harness, Hosiery.
 Light goods, not elsewhere specified.
 Medicines, Millinery, Matches, Musical
 Instruments.
 Oil Cloth, Organs.
 Paper Hangings, Paper, writing and
 printing, Pianos, Perfumery, Per-
 cussion Caps, Peltry, not elsewhere
 specified, Porcelain and China Ware,
 fine, Paintings and Engravings.
 Silks, Stationery, Shoes, Saddlery,
 Statuary at Owners' risk, Sewing
 Machines.
 Toys and Fancy Goods.

Second Class—One and a-half Cents per Pound.

Almonds, Anchovies, Aniseed.
 Balsams, Beeswax, Baskets, Britannia
 Ware, Brandy, Bellows.
 Cordials, Carpeting, Chocolate, Cochineal,
 Corks and Corkwood, Chandeliers at
 Owners' risk; Clocks, Confectionery,
 Clay Pipes.
 Eggs.
 Firearms, Fruits (dried).
 Groceries, not elsewhere specified,
 German Silverware.
 Indigo.
 Lamps (ornamental).

Mattrasses, Mustard.
 Nuts, not elsewhere specified.
 Oars.
 Preserved Meats and Fruits, Plated Goods,
 Picture Frames, Platform Scales.
 Spices, Straw for manufacturing, Soap
 (fancy), Sardines.
 Tea, Treenails, Tobacco (manufactured),
 Tortoise shell, Trees and Plants in
 mats, Turtle (live).
 Varnish, in tins, Veneers.
 Wooden Ware, Wooden Blocks.

Third Class—One Cent per Pound.

Alcohol.
 Brooms, Brushes, Balsam of Copaivi,
 Bark, Blankets.
 Candles, Cutlery.
 Gravestones.
 Hops, Hay, in compressed bales.
 Liquors, Leather, dressed.
 Nails, copper and brass.
 Oil (towards Pacific), Ornaments of stone,
 clay, marble, alabaster.

Paints, dry in Oil.
 Rubber Hose and Packing.
 Sarsaparilla, Spirits of Turpentine.
 Tin Ware, Type, Tubing, copper and
 brass, Tobacco (unmanufactured),
 Tacks.
 Varnish in barrels.
 Wool of Alpaca or Vicunia, Whalebone,
 Wine in baskets and boxes.

Fourth Class—Three-quarters of a Cent per Pound.

Ale, Agricultural Implements.
 Beef, Butter, Blacking, Bacon in casks,
 Borax, Bread, Bottles (empty) Burlaps,
 Bath Bricks.
 Cheese, Cider, Copper Sheathing and
 Spikes, Castings of Copper, Brass or
 Bronze, Cotton Waste, Crackers,
 Crockery, not elsewhere specified,
 Cotton in compressed bales, Copperas.
 Deer Skins in bales, Domestic, Dowls.
 Earthenware in casks or crates.
 Fish, Flour, Felt (for sheathing).
 Grindstones, Glassware (coarse), Window
 Glass, &c., Goat Skins in bales.
 Hams, in casks, Hardware, Herrings,
 Hoops of wood or iron, Hollow Ware
 (iron), Hemp manufactures, such as
 Canvas, Osnaburghs and Bagging, Hats,
 coarse country straw or palm leaf.
 India Rubber.
 Lard.

Machettes, Meal, Millstones, Machinery,
 Molasses, Mats, Matting, Moulds.
 Oats, Oakum, Orchella Weed.
 Old Copper, three-fourths of a cent per
 pound.
 Pans, Pork (salt), Porter, Potatoes,
 Pickles.
 Rice, Rope.
 Sheep Skins, in bales, Stoves, Sugar,
 Steel in bars and bundles, Salt, Soap
 (common), Sago, Shot (in bags), Safes
 (iron), Seeds, Shovels, Spades, Screws,
 Soda Water, Syrups, Sugar Mills.
 Tea towards Atlantic, Tallow, Tool
 Handles, Twine.
 Vegetables, Vinegar, Vices (iron).
 Wool of Sheep, Window Glass, Wire
 (brass and copper), Wrapping Paper.
 Wine in wood.
 Yarn (of cotton).
 Zinc in sheets.

Fifth Class—Half a Cent per Pound.

Anvils, Anchors.	Iron Bars and Pipes.
Bananas, Beans.	Lemons, Lines, Lead in Pigs, Sheet and Pipes.
Copper, in bars, Cannon, Cables (iron), Cocoa, Coffee, Cannon Ball and Shot (iron), Crowbars, Corn (Indian), Chalk.	Nails (iron).
Fruits of the Isthmus, not otherwise enumerated.	Oranges, Old Junk (Rope).
Hollow Shot.	Pearl Shells, in sacks, Plantains, Peas.
Iron, old, Hoop Iron, Iron castings, not machinery, Sheet Iron, Iron in bars, Iron Cable, Iron Tubing, Iron Boiler Plates.	Pearl Shells and Ivory Nuts, three-eighths of a cent per pound.
	Spikes, iron.
	Whiting.
	Zinc in ingots.

Sixth Class—One-quarter of a Cent per Pound.

Borate of Lime, Bricks.	Marble, for building purposes, including flooring tiles and paving.
Cement.	Nitrate of Soda, in bags.
Guano in bags.	Stone for building purposes, including paving stones.
Iron, in pigs.	
Lime.	

Special Conditions.

Freights to be charged on gross weight of packages, and to be paid in advance, or before the delivery of goods.

All claims for loss or damage to be presented within five days, otherwise they will not be paid.

The Company will not be responsible for articles of extra value beyond \$100 per package, unless declared and way-billed accordingly.

No Package, however small, will be transported for less than one dollar.

The Company will not be responsible for the breakage or loss of contents of any demijohn or jug.

Storage will be charged on all Goods remaining in the Company's Storehouses, after twenty-four hours, unless by special agreement otherwise.

All bills payable in American gold, or its equivalent.

Of the treasure transmitted from Panama to Colon, the following amounts were sent to England:—

From	British Columbia,	California,	and West	\$	cts.
Coast of Mexico	..	..	..	18,433,444	75
South Pacific Ports	..	..	..	6,995,142	55
Central America	..	..	..	567,612	00

Total sent to England 5,199,239*l.* 17*s.* 3*d.* = \$25,996,199 30

In my Report for the year 1862 I remarked on the increase in the amount of treasure which had been forwarded to England in that year by the British packets, attributing this to the war then existing in the United States of America. The remittances continued to increase in this direction during the continuance of the war, but it may now be observed that a large proportion of the treasure from California is being again sent to New York instead of to London, as was the case during the war. The gross amount from California sent to England in this year being actually less than half that which was sent in 1864. This may, however, to some degree be accounted for by the lower rates of freight charged by the American steamers as compared with the English, thus allowing of treasure being sent to New York, *viâ* Panama, by American steamers, and thence to England by British steamers at a lower rate of freight than that charged on the direct line to England.

The fluctuation above referred to will be illustrated by a comparison of the amount of the remittances received from the North Pacific and forwarded to England during the last five years, *viz.* :—

1861	..	..	..	value in dollars	9,096,270
1862	..	..	..	"	16,201,300
1863	..	..	..	"	33,000,000
1864	..	..	..	"	37,000,000
1865	..	..	..	"	18,442,400

The average rate of exchange during the year has been five dollars currency to the pound sterling, with a premium varying from 3 to 5 per cent. on American gold.

Bills on England at thirty days' sight have commanded an average premium of two and a half per cent.

AGRICULTURE.

The cultivation of cotton has been the only branch of agriculture which has specially engaged the attention of the agriculturists of the Isthmus, and on this a considerable check has been caused by the decrease in the value of cotton consequent upon the cessation of war in the United States, and by the injury which the plants suffered from the attacks of insects, the cotton exports of the year, which it was estimated would be 500,000 lbs., was not over 80,000 lbs., or hardly double that exported in 1864.

Vegetable ivory, which grows wild in large quantities in several parts of the Isthmus, and which has hitherto been almost exclusively shipped from the Atlantic ports, has during the past year been also brought to Panama for sale and export.

POPULATION, INDUSTRIES, AND PUBLIC WORKS.

In regard to population there is no known or perceptible change since this subject was reported on in 1861. The present population of the Isthmus being estimated at from 150,000 to 160,000 inhabitants, to which might be added 6,000 or 7,000 savage Indians; and that of the city of Panama at something under 12,000 inhabitants.

Taking 160,000 as a basis, the principal divisions of the population of the Isthmus have been recently estimated as follows :

Mestizos, or of White and Indian descent	..	113,500
Whites	..	16,000
Mulattos, or of Black and White descent	..	12,000
Civilized Indians	..	10,000
Blacks, inhabiting chiefly the Coast	..	5,000
Quateroons, or nearly White	..	2,000
Zambos, or of Black and Indian descent	..	1,500

And it has been observed that the pure black race is much on the decrease on the Isthmus.

There are no recent public works, properly so called. The foreign residents, however, have lately subscribed and collected amongst themselves a considerable sum for the object of clearing the ground and erecting an iron fence round the land granted to the English and American Governments for a foreign cemetery, and this work has been carried out in a most efficient manner.

Several new private houses have of late been built in the city of Panama, and new shops and stores have been opened, giving the general appearance of greater activity in the local commerce.

There are notable improvements also in the lighting, cleansing, and general police of the town.

Panama, May 30, 1866.

RUSSIA.

RIGA.

Report by Mr Consul Grignon on the Trade of Riga for the Year 1865.

THE entries and clearances of British vessels during the year have been as follows:—

	Steamers.	Sailing Ships.	Tonnage.	Crews.
Entered ..	19	476	105,238	4,240
Cleared ..	19	476	105,238	4,240

The total number of British vessels entered at the port of Riga during the year 1865 shows a decrease when compared with the preceding year, the number in 1864 being 585 vessels, measuring 113,996 tons, while that in 1865 amounts to 495 vessels, measuring 105,238 tons. The conclusion of the war between Denmark and the German Powers, which permitted British vessels to seek their freights in German ports, and German vessels to resume their ancient connection with the port of Riga, will sufficiently account for this difference.

Of these were laden with—

General Cargoes ..	15
Coals ..	59
Salt ..	12
Railway Iron ..	17
Micellaneous ..	21
In Ballast ...	391

The British ships which left the port arrived—

General Cargoes ..	13
Flax and Hemp ..	238
Timber, Sleepers, and Wood ..	192
Oats and other Grain ..	21
Linseed ..	23
Miscellaneous ..	7
In Ballast ..	1

The total amount of British and foreign trade at this port during the year 1865 has been as follows:—

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	495	105,238	495	105,238
Russian	272	62,600	283	65,000
Prussian	244	57,000	246	57,500
Norwegian and Swedish ..	313	50,700	316	51,000
Dutch	246	36,800	252	37,500
Mecklenburgh	176	34,100	179	35,000
French	132	30,000	132	30,000
Hanoverian	215	26,700	219	27,500
Oldenburgh	79	10,000	79	10,000
Lubeck	42	7,100	47	8,000
Danish	57	6,750	57	6,750
Belgian	15	2,250	15	2,250
Schleswig-Holstein ..	13	1,520	13	1,520
Portuguese	3	1,170	3	1,170
Bremen	5	880	5	880
American	1	500	1	500
Total ..	2,808	432,808	2,342	440,465

The number of British vessels of all classes arriving at this port during the years from 1861 to 1865 inclusive, has been as follows :—

			Vessels.	Tonnage.	Crews.
1861	..	..	330	65,607	2,931
1862	..	..	364	70,432	3,013
1863	..	..	363	74,345	3,111
1864	..	..	585	113,996	4,780
1865	..	..	495	105,238	4,240

The number of vessels of all nations arriving at this port during the years from 1861 to 1865 inclusive, has been as follows :—

				Vessels.	Tonnage.
1861	..	..	..	1,870	285,990
1862	..	..	..	1,764	280,502
1863	..	..	..	1,744	283,385
1864	..	..	..	1,950	338,328
1865	..	..	..	2,308	432,808

The total value of the export trade at Riga during the year 1865 was much larger than during any preceding year, the value having amounted to 31,466,250 silver roubles in 1865, against 25,295,000 silver roubles in 1864. The total value of the export trade to Great Britain amounted to 15,418,900 silver roubles in 1865, against 14,100,000 in 1864.

The principal articles of export during the past year, with their values in currency, have been as follows :—

					Silver Roubles.
Flax and Flax-tows	..	..	..	..	17,735,305
Hemp and Hemp-tows	..	..	..	..	4,731,305
Hempseed	..	..	..	..	161,610
Corn	..	..	..	..	513,969
Crushing and Sowing Linseed	..	..	..	..	2,229,945
Hemp-oil	..	..	..	..	157,900
Tobacco	..	..	..	..	42,180
Skins	..	..	..	..	127,810
Wood	..	..	..	..	1,911,621
Miscellaneous	..	..	..	..	3,793,725

The countries to which these shipments were made, and the value of the merchandize shipped, are as follows :—

					Silver Roubles.
Great Britain	..	..	..	..	15,418,900
France	..	..	..	..	3,378,790
Holland	..	..	..	..	1,753,750
Belgium	..	..	..	..	2,058,900
Spain and Portugal	..	..	..	..	587,085
Denmark	..	..	..	..	534,500
Sweden and Norway	..	..	..	..	2,927,500
Hanse Towns	..	..	..	..	447,000
Other Countries	..	..	..	..	566,100

The value of the exports from Riga during the years from 1861 to 1865 inclusive, is shown in the following Table :—

						Silver Roubles.
1861	..	..	..	..	..	24,203,300
1862	..	..	..	..	..	25,907,410
1863	..	..	..	..	..	22,257,965
1864	..	..	..	..	..	25,295,000
1865	..	..	..	..	..	31,466,250

The total import trade of Riga during the year 1865 shows a marked increase as compared with the preceding year, the figures being respectively 6,356,600 silver roubles in 1864, and 9,811,625 silver roubles in 1865.

The value of the import trade from Great Britain shows, on the face of the Custom-house Returns, a diminution as compared with the preceding year, the figures being respectively 2,290,000 silver roubles in 1864, and 2,067,370 silver roubles in 1865. There is, however, reason to believe that under the head of "miscellaneous" is included a considerable amount of importation from Great Britain, of which, under the existing Custom-house system, no separate account is kept, and at the real value of which it is impossible to arrive.

The principal articles of import during the year 1865 were as follows:—

						Silver Roubles.
Coffee	..	..	..	..	..	340,130
Cotton	..	..	..	..	..	734,365
„ threads and yarns	..	..	..	..	..	102,360
Woollen yarns	..	..	..	..	..	174,090
Fruits	..	..	..	..	..	381,810
Herrings	..	..	..	..	..	1,026,610
Oil	..	..	..	..	..	235,900
Indigo and other colours	..	..	..	..	..	141,250
Dye wood	..	..	..	..	..	43,685
Salt	..	..	..	..	..	1,505,895
Sugar	..	..	..	..	..	17,590
Wines and Spirits	..	..	..	..	..	787,880
Miscellaneous	..	..	..	..	..	4,114,500

The countries from which these articles have been imported are as follows:—

						Silver Roubles.
Great Britain	..	..	..	..	..	2,067,370
France	..	..	..	..	..	731,600
Belgium	..	..	..	..	..	21,455
Holland	..	..	..	..	..	92,040
Spain and Portugal	..	..	..	..	..	751,620
Denmark	..	..	..	..	..	7,960
Sweden and Norway	..	..	..	..	..	990,340
Hanse Town	..	..	..	..	..	530,150
Other Countries	..	..	..	..	..	4,114,500

The value of the imports into Riga during the five years from 1861 to 1865 inclusive, is shown in the following Table:—

						Silver Roubles.
1861	..	..	..	..	..	6,308,900
1862	..	..	..	..	..	5,495,504
1863	..	..	..	..	..	5,689,550
1864	..	..	..	..	..	6,356,000
1865	..	..	..	..	..	9,811,625

The annexed Tables will show the quantity of flax, hemp, and seed exported from Riga during the year 1865:—

STATEMENT of the Exportation of Flax from Riga in 1865.

Countries.	Quantity.	Decrease.	Increase.
	Tons.	Tons.	Tons.
Great Britain	40,280	..	10,760
France	8,196	..	6,270
Belgium	5,019	..	2,516
Spain and Portugal ..	858	265	..
Sweden and Norway ..	726	..	117
Denmark	616	..	195
Holland	584	..	584
Hanse Towns	45	105	..
Divers	136	147	..
Total ..	56,460	517	20,442

STATEMENT of the Exportation of Hemp from Riga in 1865.

Countries.	Quantity.	Decrease.	Increase.
	Tons.	Tons.	Tons.
Great Britain	12,966	..	4,045
Sweden and Norway ..	3,230	109	..
France	2,278	..	930
Holland	1,352	596	..
Denmark	1,058	..	380
Hanse Towns	1,040	70	..
Spain and Portugal ..	587	..	45
Belgium	216	105	..
Divers	1,333	..	668
Total ..	24,060	880	6,068

STATEMENT of the Exportation of Seeds from Riga in 1865.

Countries.	Crushing and Sowing Seed.	Hempseed.
	Imp. Qrs.	Imp. Qrs.
Great Britain	43,688	3,199
France	14,803	41,345
Holland	37,495	6,461
Belgium	18,665	20,233
Sweden and Norway ..	11,244	280
Denmark	4,423	261
Hanse Towns	270	121
Spain and Portugal ..	6	..
Divers	4,196	200
Total ..	134,790	72,100

The quantity of tobacco exported from Riga during the year 1865 will be seen in the following Table:—

STATEMENT of Exportation of Tobacco from Riga in 1865.

Countries.	Quantity.	Decrease.	Increase.
	Tons.	Tons.	Tons.
Denmark	266	..	168
Sweden and Norway ..	21	..	4
Hanse Towns	8	684	..
Divers	40	..	2
Total ..	335	684	174

Corn.—The yield of corn, at all times most uncertain in this district, was very deficient during the past year. The dry weather and easterly winds which prevailed in early spring, and the rain which fell almost incessantly during the summer, were alike injurious to these crops. The average price of wheat during the year was 43s. 6d. per imperial quarter; of rye 28s. 2d.; of barley 18s.; and of oats 15s. The total amount of the exportation of corn from Riga during the year 1865, together with the countries to which it was sent, will be seen in the following Table.

STATEMENT of the Exportation of Corn and Grain from Riga in 1865.

Countries.	1865.	1864.
	Quarters.	Quarters.
Great Britain	49,112	186,988
Holland	52,472	90,193
Sweden and Norway ..	1,686	14,907
Hanse Towns	103	..
Belgium	..	4,403
Denmark	..	1,776
Divers	327	..
Total ..	103,700	298,267

STATEMENT of the Exportation of Wood from Riga in 1865.

Countries.	Masts and Bowsprits.	Planks and Deals.	Timber.	Logs, Vat, and Pipe Staves.
	Pieces.	Pieces.	Pieces.	Pieces.
Great Britain	462	433,043	58,331	37,551
France	352	162,186	15,618	117,739
Holland	243	282,542	75,022	20,028
Belgium	54	114,702	45,497	28,307
Spain and Portugal ..	187	6,532	399	184,628
Denmark	..	2,292	380	14,765
Hanse Towns	..	432,925	2,222	1,400
Divers	884	53,438	162	640
Total	2,182	1,487,660	197,631	405,058
Total in 1864 ..	814	1,074,585	143,472	391,221

The export of wood from Riga is shown in the preceding Table.

Salt.—The total amount of salt imported into Riga during the year 1865, amounted to 36.995 tons.

Freights.—Shipping was in good demand throughout the year,

Freights to Great Britain on flax and hemp varied from 40s. to 60s. per ton; on linseed from 4s. to 4s. 6d. per imperial quarter; on sowing linseed from 4s. to 7s. per barrel; on oats and barley from 3s. 6d. to 4s. 6d. per imperial quarter.

Exchange.—The foreign exchanges have been most unfavourable to Russia during the past year, the rates on London having varied from 34½d. per silver rouble in the early part of the year to 31¾d. per silver rouble at its close, with a still increasing downward tendency. This condition of the exchanges has exercised a most injurious effect upon the course of trade in this as in every other large commercial town, and the uncertainty and mistrust which pervade the country generally tend to limit commercial enterprise in every quarter and in every form.

Railways.—The right to construct a railway from Witepsk to Orel has been conceded to an English company, and contracts have been entered into for the completion of this undertaking, comprising a distance of more than 500 wersts in five years.

The line from Dunaburg to Polotzk has been recently opened, and its continuation to Witepsk will be given to the public before the close of this year.

The following is a statement of British and foreign trade at the outports of Windau, Libau, and Arensburg during the year 1865—

WINDAU.

Nationality.	ENTERED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
British	116	26,012	925	Silv. Roubles. 1,284
Russian	55	8,997	385	62,727
Danish	29	4,633	185	328
Swedish and Norwegian..	24	4,006	162	69,828
Mecklenburg	99	20,601	712	1,332
Dutch	40	5,650	236	918
Prussian	74	14,675	598	1,253
Hanoverian	10	708	61	1,253
Schleswig-Holstein ..	25	2,070	120	..
Lubeck	1	194	10	..
Total ..	473	87,346	3,394	138,910
	CLEARED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
British	116	26,025	925	182,282
Russian	58	9,650	406	291,304
Danish	29	4,633	185	34,878
Swedish and Norwegian..	24	4,006	162	64,165
Mecklenburg	99	20,601	712	178,650
Dutch	39	5,415	229	136,129
Prussian	73	14,571	590	157,579
Hanoverian	10	708	61	73,756
Schleswig-Holstein ..	25	2,070	120	42,089
Lubeck	1	194	10	1,185
Total ..	474	87,873	3,400	1,162,077

LIBAU.

Nationality.	ENTERED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				Silv. Roubles.
British	2	268	12	3,100
Russian	61	10,525	451	95,658
Danish	8	560	37	1,754
Hanoverian	7	696	41	6,674
Dutch	22	2,592	131	20,581
Lubeck	2	316	17	5,232
Mecklenburg	1	48	3	..
Norwegian	25	2,710	165	85,110
Prussian	17	1,388	80	18,957
Schleswig-Holstein	1	36	3	5,926
Total ..	146	19,140	940	242,942
Nationality.	CLEARED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				Silv. Roubles.
British	3	268	17	3,100
Russian	60	11,220	443	544,993
Danish	7	518	34	32,512
Hanoverian	7	696	41	31,905
Dutch	23	2,706	131	115,058
Lubeck	2	316	17	34,073
Norwegian	25	2,710	165	154,161
Prussian	17	1,360	80	89,861
Mecklenburg	..	..	..	..
Schleswig-Holstein	..	..	..	..
Total ..	144	19,894	928	1,005,763

ARENSBURG.

Nationality.	ENTERED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				Silv. Roubles.
British	3	377	20	6,700
Dutch	7	1,012	44	2,000
Danish	3	300	19	360
Norwegian	1	150	7	..
Total ..	14	1,839	90	9,060
Nationality.	CLEARED.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				Silv. Roubles.
British	3	377	20	10,800
Dutch	7	1,012	44	51,332
Danish	3	300	19	21,262
Norwegian	1	150	7	7,803
Total ..	14	1,839	90	91,197

The average rate of exchange during the year 1865 has been $32\frac{2}{3}d.$ per silver rouble.

Riga, June 18, 1866.

SPAIN.

CANARY ISLANDS.

Report by Mr Consul Grattan on the Trade of the Canary Islands for the Year 1865.

SHIPPING AND NAVIGATION.

THE following Tables show the comparative number of British and foreign vessels which have entered and cleared at the port of Santa Cruz, Teneriffe, during the years 1864 and 1865, also the number of Spanish vessels engaged in the coasting trade—

Years.	ENTERED.								
	British.			Foreign.			Total.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
1864	120	37,756	2,505	224	103,237	6,626	344	140,993	9,131
1865	88	30,560	1,970	210	89,677	5,739	298	120,237	7,709
	CLEARED.								
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
1864	119	37,560	2,498	224	103,237	6,626	343	140,797	9,124
1865	85	29,407	1,891	207	89,355	5,720	292	118,762	7,611

Coasting Trade.

Years.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
1864	593	36,750	5,886	593	36,640	5,985
1865	721	91,965	11,583	705	49,573	9,073

The mole at Santa Cruz, Teneriffe, is less advanced at present than it was last year; about thirty yards at the end of the work having been carried away during a gale of wind. The damage occasioned is now being restored. The lighthouses it is stated will all be completed during the course of the year. On July 30, 1865, lights were exhibited on Delgado Point, Alegranza Island, on Martino Point, Lobos Islet, and on Isleta Peninsula, Grand Canaria, as notified by the Hydrographic Office, Admiralty, London. It has been notified by royal order bearing date April 28 and May 16 of the present year, that lights will be exhibited on July 25 from the lighthouse on Pichiguera Point, in the Island of Lansarote, and on August 15 from the lighthouses at the entrance of the port Naos of the same island. The exhibition of the remaining light from the lighthouse on Cumplida Point, Island of Palma, will shortly be notified.

TRADE AND COMMERCE.

Exports.

The following Table shows the relative value of the exports to the different countries of Europe, Africa, and America:—

						£
Europe—						
England	..	..	..	..	..	207,886
France..	..	..	..	..	..	100,165
Spain ..	..	..	..	..	..	71,044
Germany	..	..	..	..	..	8,838
Italy ..	..	..	..	..	..	330
Portugal	..	..	..	..	..	21
Africa—						
Morocco and Colonies	..	..	..	..	..	5,947
America—						
Spanish Antilles	..	..	..	..	..	41,733
United States..	..	..	..	..	..	752
Other Countries	..	..	..	..	..	2,525
Total						439,191

The following Table shows the quantity and value of the principal articles exported—

Articles.			Quantities.	Value.
				£
Cochineal ..	..	lbs.	2,391,220	320,878
Specie ..	..	..	..	22,041
Raw Silk ..	..	quintals	127	13,712
Dried Vegetables..	..	..	..	13,531
Wine ..	..	pipes	832	11,964
Potatoes ..	..	quintals	35,628	8,279
Wheat ..	..	fanegas (struck)	16,250	7,622
Onions ..	..	quintals	27,998	5,922
Spirits ..	..	pipes	356	5,023
Paving Stones	..	..	..	4,553
Salt Fish ..	..	quintals	6,141	4,428
Barilla ..	..	..	57,669	4,185
Dried Fruits ..	..	..	2,977	3,276
Cheese ..	..	..	702	1,914
Indian Corn fanegas (heaped)	..	..	3,300	1,705

The quantity of cochineal exported to the different countries appears below, namely:—

						lbs.
To England	..	..	..	..	..	1,505,400
France	..	..	..	..	..	581,152
Spain	..	..	..	..	..	273,468
Germany	..	..	..	..	..	17,368
Africa	..	..	..	..	..	9,516
America	..	..	..	..	..	4,316
Total						2,391,220

The quality of cochineal above stated exported to England, includes 148,616 lbs. of Granilla and Polvo.

Imports.

The total value of the imports into the different port of the archipelago during the year is shown by the following Table—

Europe—						£
England	..	..	..	..	..	195,559
France..	..	..	..	..	..	55,440
Spain ..	..	..	..	..	..	52,028
Germany	..	..	..	..	..	12,684
Italy ..	..	..	..	..	..	883
Africa—						
Morocco and Colonies	..	..	..	..	..	18,871
America—						
Spanish Antilles	..	..	..	..	..	64,948
United States..	..	..	..	..	..	23,823
Other Countries	..	..	..	..	..	1,299
Total						425,531

The quantities and their value of the principal articles imported were as follows—

Articles.				Quantities.	Value.
					£
Cotton Goods	..	..	..	..	65,050
Sugar	..	..	quintals	28,095	32,070
Linen Goods	..	..	..	..	31,291
Guano	..	..	quintals	47,148	31,133
Spirits	..	..	..	..	29,376
Woollen Goods	..	..	..	..	26,654
Olive Oil	..	..	arrobas	28,223	19,811
Wine	..	..	pipes	2,100	19,161
Tobacco	..	..	quintals	2,392	16,393
Flour	..	..	..	16,783	11,522
Skins	..	..	..	..	9,938
Flax..	..	..	quintals	2,980	9,183
Hardware	..	..	..	..	7,868
Timber	..	..	..	..	6,308
Soap..	..	..	quintals	3,797½	6,064
Coals	..	..	..	105,160	5,968
Salt Fish	..	..	..	12,359	5,099
Silk Goods	..	..	..	..	5,052
Petroleum	..	..	arrobas	8,096	4,377
Dried Vegetables	..	..	..	..	3,737
Paper	..	..	..	..	3,670
Indian Corn, fanegas (heaped)	..	..	..	5,356	3,480
Treacle	..	..	..	..	3,424
Spun Cotton	..	..	quintals	193	2,798
Earthenware	..	..	..	..	2,767
Mixed Textures	..	..	..	..	1,641

The quantities and their value of the different articles exported to and imported from Great Britain are shown in the following Tables—

Exported.

Articles.				Quantities.	Value.
					£
Spirits	..	..	pipes	16½	153
Barilla	..	..	quintals	8,654	1,428
Cochineal	..	..	lbs.	1,505,400	195,004
Specie	..	..	..	..	7,492
Orchilla	..	..	quintals	20	43
Wine	..	..	pipes	123	2,602
Preserved Fish	..	..	quintals	24	24
Raw Silk	..	..	..	2	217
Other Articles	..	..	..	..	873
Total				.. £	207,836

Imported.

Articles.			Quantities.	Value.
				£
Petroleum..	..	arrobas	2,282	1,235
Spirits ..	..	pipes	50	806
Spun Cotton	..	quintals	193	2,798
Rice ..	..	"	287	226
Coals ..	..	"	105,160	5,968
Guano ..	..	"	41,780	28,240
Flour ..	..	"	25	19
Hardware ..	..	"	..	6,421
Soap ..	..	quintals	79½	104
Flax ..	..	"	2,188	6,711
Earthenware	..	"	..	2,767
Paper ..	..	"	..	126
Potatoes ..	..	quintals	600	128
Skins ..	..	"	..	174
Stuffs—				
Linen ..	..	"	..	28,020
Woollen..	..	"	..	19,614
Mixed ..	..	"	..	1,298
Silk ..	..	"	..	2,828
Cotton ..	..	"	..	62,862
Tobacco ..	..	quintals	844	5,504
Sundries ..	..	"	..	19,710
Total ..	..	..	.. £	195,559

TABLE showing the comparative Value of the Exports and Imports with Great Britain during the Years 1864 and 1865.

Years.	Value of Exports.	Years.	Value of Imports.
	£		£
1864	116,074	1864	180,266
1865	207,836	1865	195,559

TABLE showing the Total Value of the Exports and Imports to and from all Countries for the last Five Year.

Years.	Value.	
	Exports.	Imports.
	£	£
1861	377,372	325,339
1862	302,579	336,132
1863	319,644	301,464
1864	339,784	425,928
1865	439,191	425,531

The excess of 99,407*l.* in the amount of the value of exports in 1865 as compared with the previous year is almost entirely attributable to the quantity of cochineal which has been produced and exported during that year, as shown below :—

			Quantity.	Value.
			lbs.	£
1864	..	..	1,674,600	233,322
1865	..	..	2,391,220	320,378

The foregoing statement of the exports and imports has been compiled from statistics obtained at the custom-house of this port.

TABLE of the English Equivalents in Weights and Measures mentioned in the foregoing Tables:

Arroba ..	..	..	..	= 4 Gallons.
Quintal	..	..	..	= 104 lbs.
4 $\frac{3}{4}$ Fanegas	(struck)	}	..	= 1 Imperial Quarter.
4 $\frac{1}{2}$ "	(heaped)			

AGRICULTURE.

The quantity of cochineal that has been produced during the year is greater than on any previous occasion; its production is capable of further development, and its increased cultivation will, no doubt, absorb most of the available capital of the agriculturists. The cultivation of cotton and tobacco is, I am informed, almost abandoned, as it has not proved remunerative. It is stated that about 500 pipes of wine has been obtained during the year, being one-half the estimated production of the previous year.

GENERAL REMARKS.

The trade of the Islands during the year has been flourishing, notwithstanding the check which must have been caused by the arbitrary proceedings of the Local Board of Health, in refusing pratique during some months of the year to vessels which were legally entitled to admission. A proposition has been read in the Congress for the establishment of lines of land and submarine telegraph which would place these islands in communication with the coasts of Spain, Africa, and America. No progress has been made with reference to the proposed establishment of a provincial bank, nor for providing steam navigation between the islands.

Santa Cruz Teneriffe, June 8, 1866.

TURKEY.

CYPRUS.

Report by Mr. Vice-Consul Sandwith on the Trade of Cyprus for the Year 1865.

Cotton.—Cotton has continued to form the chief article of export from the Island, and its cultivation is steadily on the increase. A marked improvement is observable in the qualities produced, and much more attention is now bestowed on the culture. About three-fourths of the whole produce goes to Liverpool, which has proved the best market for good qualities.

Madder Roots.—The exports of madder roots to England during 1864 and 1865 were trifling, there being no demand for them in Liverpool. The cultivation of the plant has consequently been unprofitable, and in some places has been abandoned.

Carobs, or Locust Beans.—The high prices paid by shippers of this article to Russia during the past four years have closed the English market against it, but there are symptoms of a fall in price, which may again render its shipment to Liverpool a profitable speculation.

Grain.—The large collection of locusts' eggs in 1864, and the more than usual wetness of the spring of 1865, saved the island to a great extent from the ravages of locusts. This circumstance, coupled with the high prices obtaining in Egypt and Syria, opened a lucrative market for grain in those countries, and the position of the native cultivators has been steadily improving the last three years. It is to be regretted, however, that the comparative absence of locusts in the spring of last year induced the people to neglect the search for their eggs in August and September, a neglect which will be attended with its usual results.

PUBLIC WORKS.

Three years ago under the zealous administration of his Excellency Haler Bey, the Government agreed to construct a carriage road between Nicosia, the capital of the Island, and this town, and the funds for this purpose were appropriated out of the tithes of the Island.

Unfortunately Halet Bey was removed to Constantinople shortly after the construction of the road was determined upon, and in the hands of his successor the undertaking has advanced but slowly. The direction of the works is intrusted to a Polish engineer, with whom the Governor and Mejlis are constantly in dispute, and the result of two years' labour, forced from the peasants, is little more than the cutting of a ditch on either side for a distance of about five miles. No engineering worthy of mention has been done, but a sum of about 3,000*l.* is said to have been spent. As the labour required was forced from the peasants it was estimated by the engineer that 4,000*l.* would have been sufficient to construct the whole road, whereas in the way it has been hitherto managed four times that amount will be required, and how many years it is impossible to say. There is great need of the road, as transport by camels is both slow and expensive.

In conclusion, the island is prosperous and progressing, but its prosperity is independent of and in spite of an obstructive and negligent administration.

Larnaca, Cyprus, May 5, 1866.

UNITED STATES.

MAINE AND NEW HAMPSHIRE.

Report by Mr. Consul H. J. Murray on the Trade, Commerce, and Navigation of Maine and New Hampshire for the Year 1865.

ALL the various branches of industry appear to have prospered throughout the year to an almost unparalleled extent, as will be seen in the following Report. New manufactories have sprung up, and new avenues of trade opened and extended throughout the State of Maine by more ample and efficient communication by sea and land, and some of the more important classes of trade in Portland show an increase of more than tenfold within the past four or five years. Statistics show that Portland is doing more business in proportion to its wealth, has a greater foreign trade, contributes more to the commerce of the country than any other city of its population in the United States, the foreign commerce of the port having trebled within the past six years. According to the census taken a few months ago, the population of Portland amounted to 32,124, being an increase of nearly 15 per cent. on the last census taken in 1860. The total valuation of the city, including property exempt from taxation, is about 30,000,000 dollars, giving nearly 1,000 dollars in valuation to every individual of the population of the present time. The great want of house accommodation in Portland prevents a great increase to its population; but the lack of enterprise in this direction is probably not so much owing to any conviction that real estate fails to produce a good investment, but from the fact that all capital which can readily be commanded here, and much more, is needed in the rapidly increasing business of the city.

Freights.—The freighting business for the year 1865, has been one of varied fortune, some vessels have done well, while others have paid no dividends.

In the trade with Cuba from this port, rates of freight outward have ruled quite low, say 20 to 22 cents for box shoeks, with proportionate rates for other merchandize, with occasional seasons of higher and lower rates. From January until the end of the Civil War, Government required many vessels at rates which might have been considered remunerative had they been paid promptly, which they were not.

Rates of freight home from Cuba have been very fluctuating, varying from 10 dollars per hogshhead for sugar to 3 dollars 50 cents. Those vessels which were chartered by the Government in the spring to carry coal to the Gulf ports, were fortunate in procuring return cargoes of cotton at high rates.

The coasting trade has been, with the exception of the three months succeeding the close of the year, when all were waiting for a return to old prices, quite profitable. The prices of wages having materially declined, and outfits generally being obtained at lower rates than the previous year.

No branch of navigation has paid so well as the fishing interest, which has been most successful; fish have been plenty, the catch successful, and high prices obtained. First class vessels of 100 to 150 tons are frequently seen at the wharves looking more like yachts than fishing vessels, and costing 15,000 dollars, built expressly for this business.

Quite a number of vessels have been built this season, large and small, for the most part on contract or by parties for their own use. The cost has been high, ranging from 70 to 100 dollars per ton ready for sea, a cost which present or prospective rates of freight would not seem to justify.

Rates of freight on cotton at New Orleans and other Gulf ports have been quoted at from 1*d.* to $\frac{5}{8}$ *d.* per pound for Europe. Previous to the war there was good business, but now it requires on the average 4 dollars 50 cents per bale to pay the ship's expenses from the time she takes her pilot until she is again at sea. At Savannah and Charleston the rates have been less, say three-fourths to nine-sixteenths of a penny, and the ship's expenses per bale about 2 dollars 50 cents. Still in the face of these enormous charges at New Orleans, there has been a strike among the stevedores there for higher pay. Considering the almost annually increasing charges to which shipping is subjected in the larger seaports, together with the high cost of them, it would seem as if capital must soon be turned in other directions.

The East India freighting business has been very dull the past season, as also the Pacific trade and the freighting of guano.

The Nova Scotia coal trade, except for three months of the summer, was almost monopolized by British vessels.

COMMERCE OF THE PORT.

TRANSACTIONS of the Custom-house at Portland during the year 1865.

Value of Merchandize entered	..	..	\$	7,261,324
Duties assessed	..	..	..	3,401,390

The above embraces only the transactions for the fiscal year ending June 30, 1865, while the same for the calendar year ending December 31 1865, was as follows:

Value of Merchandize entered	..	..	..	\$	8,390,834
Duties assessed	..	..	..	..	4,174,550
Amount of Duties collected during	fiscal year 1865				564,196
„	calendar year ..				633,641

The merchandize in the foregoing values over that for which duties were collected as above, is either in warehouse at this port, or has been forwarded to other places in the United States under transportation bonds, or to Canada and the lower provinces under exportation bonds.

Total imports of some of the other principal ports of the United States for the fiscal year ending June 30, 1865, are as follows:

Boston	..	..	..	..	\$	24,131,460
Philadelphia	..	..	..	..		8,289,101
New York	..	..	..	..		161,779,272
Baltimore	..	..	..	..		4,840,321

The exports from Portland for the fiscal year ending June 30, 1865, were 8,260,463 dollars, while for the same time they were from—

Boston	..	..	..	..	\$	21,323,485
Philadelphia	..	..	..	..		11,048,846
New York	..	..	..	..		242,452,044
Baltimore	..	..	..	..		12,035,117

The value of the foreign exports from the ports above-mentioned are

given simply to show the comparative value of each, by which it appears that Portland is the fifth city in importance of the foreign commerce of the United States.

The following is a tabular statement of the imports and exports of the various articles enumerated below and will show the aggregate amount of business transacted at this port for the past year :

IMPORTS.

Apples barrels	1,655	Molasses boxes	103
Almonds boxes	10	Mackerel "	94
Anchors "	4	Metal cases	19
Axles case	1	Machinery boxes	3
Bleaching Powders .. tierces	62	Nails lbs.	400
Brazil Wood pieces	945	Nets bundles	3
Books cases	19	Oil casks	79
Butter lbs.	48	" barrels	140
" tubs	41	Oats bushels	7,400
Blubber barrels	5	Ox Hides "	3
Cigars cases	22	Oranges boxes	45
" "	64,400	" "	11,500
Coffee bags	203	Pot Ash kegs	25
Coal tons	21,748	Plaster tons	4,896
Cloth bales	150	Pine Apples dozens	48
Cocoa-nuts "	500	Palings feet	11,500
Cotton bales	150	Pickled Limes .. bushels	3
Chain Cables "	2	Potatoes "	1,309
Cedar Posts "	24,300	Pickets "	1,000
Cranberries bushels	22	Pictures case	1
Charts bundles	11	Pumpkins dozens	40
Deals feet	172,810	Rum barrels	11
Dulce lbs.	125	" demijohns	10
Duck bolts	32	Rags bales	147
Earthenware crates	15	Rope coils	5
Eggs dozen	944	Seantling feet	71,679
Fish barrels	93	Shingles "	135,500
" quintals	9,592	Sugar Box-hooks "	21,847
Flour barrels	2,000	Steel bundles	86
Fish Lines bales	8	" cases	92
Fruit baskets	21	Sheepskins "	7,010
Grindstones tons	260	Salt tons	2,655
" number	219	" hogsheads	651
Ground Plaster barrels	1,398	" bushels	49,195
Herrings "	2,245	" barrels	2,029
" boxes	28,866	Sugar hogsheads	10,089
Halibut lbs.	12,550	" tierces	471
" barrels	33	" barrels	233
Hats cases	17	" boxes	7,564
Honey barrels	7	Soda barrels	76
Hardware casks	5	Seeds casks	18
Hackmatac Knees "	880	Socks pairs	24
Horns and Hair barrels	5	Shad barrels	317
Headings cords	20	Sponges "	27
" "	5,107	Tin Plates boxes	350
Iron bars	13,929	Fire Bars "	286
" bundles	1,141	Thread cases	2
" plates	60	Twine bundles	10
Hoops bundles	489	Tongues and Sounds .. barrels	38
Jewellery case	1	Turnips "	50
Junk bales	75	Various Merchandize "	934
Lumber feet	1,490,080	Wool bales	54
Laths "	120,000	Wire bundles	282
Lemons boxes	10	" cases	5
Lignum Vitæ pieces	297	Wine "	12
Molasses hogsheads	35,907	Watches case	1
" tierces	4,005	Wood cords	1,175

EXPORTS.

Apples barrels	216	Lime casks	43
Ashes "	508	Lard lbs.	1,391,423
Agricultural Implements sets	2	Leather rolls	79
Axes dozens	8	" lbs.	329,874
Beef tierces	18	Mackerel barrels	40
" barrels	153	" kits	909
" lbs.	137,600	Molasses hogsheads	6
Bread barrels	35	" barrels	7
Butter lbs.	807,872	Mutton lbs.	8,250
Boots and Shoes .. cases	41	Meal barrels	406
Books "	6	Maple Sugar lbs.	120
Bladders lbs.	3,700	Matches gross	6,104
Beeswax "	1,160	" cases	155
Bricks "	5,000	Mouldings bundles	3
Brooms dozens	21	Machinery lbs.	2,970
Beans bushels	170	Nails "	101,800
Cut Meats lbs.	7,025,411	Needles "	50,000
Cheese "	564,780	Naphtha gallons	3,000
Cement barrels	100	Opium lbs.	2,153
Calcined Plaster .. "	25	Oars "	1,000
Car Wheels "	4	Onions barrels	136
Coals tons	166	Oatmeal "	100
Copper lbs.	346	Oil gallons	965
Cement casks	50	Oats bushels	100
Candles lbs.	240	Oysters boxes	14
Cigars "	3,100	Oakum tons	1
Cordage packages	600	Potash barrels	2,555
" lbs.	129	Pork "	129
Cabbages "	4,472	Potatoes "	3,650
Duck yards	2,512	Pickets "	7,000
Dry Goods cases	10	Peas bushels	4,053
Driving Wheels "	4	Pitch barrels	110
Deals feet	3,701,892	Plank feet	84,900
" Ends "	101,241	Pails dozens	22
Dried Apples barrels	3	Piano "	1
Engines "	2	Preserved Corn .. lbs.	21,900
Empty Casks "	3,727	" Peas cases	20
Flour barrels	72,563	Provisions barrels	18
Fish quintals	607	Palings "	74,100
" boxes	502	Rigging packages	109
" barrels	510	Sewing Machines .. "	34
Furniture packages	110	Shorts (Bran) tons	353
Furs casks	49	Specie "	\$34,857
Flax Seed bushels	90	Splitting Machines .. "	2
Glass Ware casks	4	Starch cases	120
Game boxes	114	Soap lbs.	9,860
Hoops bundles	4,711	Sugar Box-shooks .. "	826,270
" "	2,120,654	Shooks and Heads .. pairs	119,057
" Sets Brass "	36	Shingles "	559,000
Headings pairs	22,369	Scantling feet	1,138,530
Hoops bales	4,437	Spars "	43
Herrings boxes	420	Shovels dozens	528
Hides lbs.	45,650	Salt bushels	1,300
Hoop Iron bales	260	Sugar barrels	30
Hay tons	24	Sails "	4
" bundles	360	Sleighs "	4
Hardware packages	101	Stoves "	157
Hats dozens	5	Steam Engines "	1
Harness sets	3	Steel Pens gross	50
Ice tons	168	Tobacco lbs.	107,493
Iron "	3	" hogsheads	26
Joists feet	125,577	Tallow lbs.	26,000
Kerosene Oil gallons	14,797	Timber feet	521,163
Lumber feet	13,912,560	Tongues lbs.	2,000
Laths "	46,000	Tea "	2,388

EXPORTS—*continued.*

Tar barrels	2	Wheat .. bushels	7,530
Tarpaulins	22	Woollens .. packages	19
Tubes cases	91	Wheels and Axles .. sets	6
Tortoise-shells	2	Waggons	2
Various Packages	796	Window Sashes	9

Value of foreign exports during the past three years—

	\$
1865	8,027,565
1864	5,491,735
1863	5,018,365

Boot, Shoe, and Leather Trade.—No branch of business in this city exhibits such a rapid increase as the boot and shoe trade. Ten years ago the entire sales did not amount to above 100,000 dollars, while for the past year the amount of sales of boots, shoes, and findings has been fully 1,200,000 dollars. Portland is gaining a reputation for manufactured boots and shoes, equal if not superior in quality and price to that of Boston, New York, and other cities, and extensive preparations are being made to increase the business another season. Several large warehouses are building that are already engaged by men of large capital. The leather business has shown a corresponding prosperity with the boot and shoe business. The several manufacturers have been actively engaged throughout the year, and have had an active demand for their entire productions at remunerative prices. The amount of leather manufactured in this city, including sheeps' skins, the past year is valued at 450,000 dollars, a large portion of which has found a market here.

Box-shook Trade.—This heretofore important branch of the trade of Portland has been affected the past year by various influences that have been brought to bear, tending to curtail somewhat the steady advances noticed previous to 1864. The unsettled state of Cuba markets in the early part of the year rendered shippers cautious in their operations, and at the high prices which prevailed, there was little disposition to ship on speculation, and the same disposition restricted shipments to answer immediate demands only throughout the year. Later in the season the active demand for long lumber again influenced the market for box-shooks. The high prices realized for long lumber under the limited supply was so much more remunerative than it could be made to cut into box-shooks at the prevailing prices, that as a natural result there was soon no accumulation of box-shooks on the hands of manufacturers, and prices advanced to 1 dollar 25 cents to 1 dollar 30 cents, the opening prices at the commencement of the year. After ruling dull at 60 to 70 cents from the 1st of May to the 1st September, there was a gradual advance to about 1 dollar.

Box-shooks opened in this market last year at 1 dollar 20 cents, and immediately advanced to 1 dollar 25 cents, which was the prevailing price throughout that year for immediate delivery or until near the close, when the scarcity advanced prices to 1 dollar 30 cents, while at the same time contracts were made for future delivery as low as 1 dollar 20 cents.

Total shipments of box-shooks for the years—

	Number.
1865	915,667
1864	904,759
1863	882,753

While the shipments from this port the past year have exceeded both 1864 and 1863, they fall below the shipments of 1862, which amounted

to 1,050,160 dollars, but the shipments of that year were made up largely of inferior shooks forced upon a glutted market at scarcely remunerative prices, while the business of the past year, though not as large, in consequence of the existing high prices of lumber, has been diverted to a considerable extent to St John's, New Brunswick, where it is understood there were shipped from September 1 to December, 1865, to Cuba 205,449 box-shooks chiefly on Portland account, which, added to those shipped from this port, would swell the aggregate shipments over that of any former year.

The number of boxes imported from the lower provinces into this market the past four years has been—

					Number.
1865	..	..	..	..	21,847
1864	..	..	..	..	20,460
1863	..	..	..	..	27,833
1862	..	..	..	..	69,542

The market closed firm for box-shooks at 75 to 85 cents.

The Cooperage Trade.—The cooperage business was depressed during the entire year past, except for hoops, in which article considerable activity existed, and prices reached as high as 55 dollars per gross thousand for 14 feet oak, and the same price nett thousand for 14 feet ash, and the average price during the season has been about 45 dollars for the qualities above stated, and, with the exception of hoops, country cooperage had but little or no animation. Sales were effected in limited quantities at prices ranging from 2 dollars 75 cents to 3 dollars 12½ cents for molasses shook and heads, prices averaging about 2 dollars 85 cents. The enhanced value of the raw material and its manufacture, together with the decline in Cuba exchange, have rendered the cooperage business less remunerative the past year than formerly.

The amount of shooks and heads shipped in 1865 was 119,057 against 199,043 in 1864. There were also shipped in 1865, 2,120,654 hoops. 4,711 bundles of hoops, 22,350 pairs of headings, against 2,443,103 hoops, 4,211 bundles of hoops, 16,808 pairs of headings in 1864.

There were imported from the lower provinces the past year 5,107 pairs of headings, 20 cords rough pairs of headings, against 17,200 pairs of headings and 15 cords in 1864.

Country cooperage of all descriptions was almost entirely neglected throughout the year, and there was little or no demand except, perhaps, for hoops and headings. Prices for country cooperage accordingly remained entirely nominal, and the stock unimportant.

Dry Goods Trade.—The dry goods jobbing trade assumes an important part in the business of Portland. The merchants throughout the State are fast turning their attention to it; but the want of more extensive facilities is beginning to be felt.

Drug and Dye Trade.—The demand for this class of goods has been steady and active throughout the year. Trade has been confined more to the legitimate channels and immediate consumption, and without the feverish excitement manifested last year. Many articles, however, have fluctuated greatly, the changes in most cases arising from the imperative law of demand and supply. Bi-carb. soda sold in the early part of the year at about 9 cents, then declined till it reached 7 cents in June, when it again advanced, reaching its highest point in November, when sales were made as high as 13½ cents. Alcohol has been more steady, as the tax has become settled. In January it sold for about 4 dollars 45 cents when it began to decline, and in June was sold as low as 4 dollars, the amount of the Government tax. This is accounted for by the great accumulation of stocks at the west, and which were brought into the

market before the new Bill went into operation. Soda ash has been very scarce and very high, selling during November as high as 8 cents, being more than double the price demanded in the spring. Opium and morphine enhanced somewhat with the price of gold, but the changes were not so marked as those last year. Rhubarb was very scarce, and was held at very high prices. Dye goods were in demand, and early in autumn many kinds were not to be obtained during the drought when the streams were low, and many mills were obliged to stop.

Fish Trade.—The past year was one of unusual prosperity in the fishery business, and, notwithstanding the high cost of outfits at the commencement of the season, there were a large number of vessels employed in the business. The catch was very heavy throughout the season, and the active demand for fish throughout the country sustained prices at unusually high figures, hence the fishermen found ready markets for the entire product of the season at very remunerative prices, while the dealers in turn received orders for all the fish they could purchase during the season, so that at the close of the year the stocks in the hands of dealers were not large, including such as were consigned to the trade by the fishermen. From the statistics furnished by the dealers, we find that the amount of fish bought in Portland market the past year was about as follows :—

Dry Fish	quintals	91,500.
Mackerel	barrels	39,000.
Herrings	"	18,900.
"	boxes	75,000.
Pickled Fish	barrels	3,600.

— The estimated value of the above amount of fish purchased in the market at the prevailing prices cannot be set down at less than 1,287,600 dollars, and if there be added to this amount the value of the trade in fresh fish and lobsters, which was not less than 125,000 dollars, together with about 1,700 barrels fish oil, and valued at 51,000 dollars, a sum of no less than 1,463,600 dollars was invested in the fish business by the dealers in Portland in the past season.

There were imported from the lower provinces the past year 9,592 quintals dry fish, 2,245 barrels herrings, 28,886 boxes smoked herrings, 93 barrels pickled fish, 94 barrels mackerel, 33 barrels halibut, 12,550 lbs. halibut, 317 barrels shad.

The demand for western markets continues to increase, and large consignments were made last year over the Grand Trunk Road to Chicago, Detroit, Milwaukee, St. Louis, and various parts of Canada.

Flour Trade.—The extreme uncertainty which overhung the flour trade throughout most of the year, restricted in a great measure the aggregate transactions, and while the trade was heavy, perhaps larger than for any previous year, the extreme caution of the dealers in some measure curtailed this branch of business very materially, as in most every instance dealers purchased short throughout the season, and at the close of the year a much lighter stock was held on the market than was expected, and which amounted to 48,770 barrels, and, including 4,000 barrels which arrived from New Orleans, made the stock on the first of the year 52,770 barrels.

The average prices of flour on the 1st of each month for the past four years, taking extras as a standard, have been as follows :

	1865.		1864.		1863.		1862.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
January	11 25	to 11 75	7 37	to 7 50	6 75	to 7 00	6 00	to 6 12
February	11 00	11 50	7 25	7 62	7 87	8 12	5 87	6 00
March	10 75	11 25	7 25	7 62	8 00	8 37	6 00	6 25
April	9 75	10 00	7 25	7 62	7 50	7 75	6 00	6 25
May	8 75	9 25	8 50	8 75	7 12	7 37	5 87	6 12
June	7 25	7 75	8 00	8 37	6 00	6 87	5 50	5 75
July	7 00	7 25	10 00	10 50	6 50	6 75	5 25	5 37
August	7 00	7 50	10 25	10 50	5 87	6 00	5 25	5 50
September	8 25	8 50	11 50	12 00	5 75	6 25	5 55	5 75
October	8 50	9 00	10 00	11 30	6 50	6 75	5 75	6 00
November	9 50	9 75	10 50	11 25	7 00	7 25	7 00	7 25
December	9 50	10 00	10 75	11 26	7 00	7 25	6 75	7 00

The speculative excitement started at the west by the cry of short crops of grain, &c., did not succeed to seduce dealers into heedless speculations, but rather to retard operations and await development. The great demand said to exist at the south had been so overwhelmingly supplied, that the large surplus sent from the west to their agents in the south flowed back upon northern markets at a dull season of the year in such quantities as depressed prices when there was no demand for foreign shipments.

The amount of flour that arrived in Portland the past year by the Grand Trunk Railroad, without including the shipments by the English steamers, was 475,400 barrels.

There have shipped from Portland to Europe the past year 72,563 barrels of flour (chiefly, however, on Canadian account) against 102,749 barrels in 1864, not including shipments per steamer to St. John's, New Brunswick, which have been quite large.

Grain Trade—During the past year oats have been the leading article in the grain trade of Portland, the total receipts for the year being 1,747,550 bushels, of which, during the first four months of the year, the United States Government received and purchased 1,200,000 bushels.

The average price for the first four months was about 93 cents, and for the remaining eight months about 62 cents per bushel of 32 lbs., by car load, and cargo sales. The price ruled uniformly till April at 94 cents 32 lbs., when the Government dropped their price to 90 cents, thence to 85 cents, and stopped buying. The price then rapidly declined to 55 cents, but soon after rallied to from 62 to 65 cents, and from July to the close of the year the fluctuations were slight, varying from 68 to 58 cents by car load.

The trade in corn was also very important. The daily consumptive demand upon this market the past year was about 1,500 bushels per diem, or about 500,000 per annum. The fluctuations of this article were erratic for a large portion of the year. At the beginning western mixed corn opened with light stocks at 1 dollar 95 cents to 2 dollars, and the market was depressed to 1 dollar 50 cents in May, but on the 1st June with a barren market prices commenced to advance and reached 2 dollars 5 cents to 2 dollars 8 cents in July, but again declined, and on the 1st September were at 1 dollar 5 cents to 1 dollar 8 cents. Closing the year quite firm at 1 dollar 10 cents to 1 dollar 12 cents with ample stocks in market, 118,000 bushels against 48,140 in 1864.

Barley has also formed quite an article of trade in Portland the past year, prices opening here at 1 dollar 62 cents to 1 dollar 65 cents with a good demand for all received. The prices remained without change until

spring, when they dropped to 1 dollar 10 cents. The first receipts of the new crop sold at 1 dollar 10 cents, but the trade showed little activity. The immense receipts of the superior barley from Canada West at the principal grain markets of the States exceeded the wants of the maltsters. The prices paid in autumn were not sustained, and the range of prices at the close of the year may be quoted at from 90 cents to 1 dollar.

The estimated receipts for the year from all sources is 130,000 bushels.

The amount of grain that came to Portland the past year over the Grand Trunk Railroad was 36,000 bushels wheat, 120,000 bushels corn, 113,200 bushels barley, and 1,747,550 bushels oats, independent of shipments to Europe by steamers.

There is but one flour mill in Portland. Wheat is not an article as yet of much trade here, and the entire stock at the close of the year was but 15,000 bushels.

Hermetically Sealed Packing.—This business has become within the past few years an important branch of manufacturing interest. There are five different firms employed, and some of them are engaged throughout the year in the various branches of the business, giving employment to hundreds of persons of both sexes. They have establishments for packing meats, vegetables, fruits, &c., in various parts of Cumberland County, also in the provinces for packing salmon, trout, &c., and along the coast of Maine for packing lobsters, clams, mackerel, &c.

The amount of business done during the past year is calculated as follows:

Meats, &c., for Navy and Army, for United States Government ..	\$	500,000
„ the Trade	250,000	
Vegetables, Fruits, &c.	200,000	
Lobsters and other Fish	250,000	
Total	1,200,000	

This business received with many others a great impetus all over the country by the demand created on account of the Civil War. These articles have become staple business, and there are few families who do not lay in a stock of green corn, peas, fresh tomatoes, berries, and other fruits.

Lumber Trade.—The history of the lumber trade was unusually interesting during the past year, but from the want of an Inspector-General for Portland, data by which to form any definite calculation of the actual receipts for the year is unattainable. There was a very active demand for both local wants and shipments, and high prices prevailed throughout the year. The market closed firm at 20 to 23 dollars for shipping boards. The shipments to foreign ports the past year were 13,812,560 feet boards or long lumber, 3,701,892 feet deals, 101,201 feet deal ends, 84,900 feet plank, 135,157 feet joist, 74,106 feet palings, 521,163 feet timber, 1,138,530 feet scantling, making in aggregate about 20,000,000 feet of long lumber shipped to foreign ports. not including pickets, timber, shingles, laths, clap-boards, box-shooks, headings, &c.

The foreign shipments of 1864 were 24,000,000 feet, in 1863 they amounted to 20,000,000 feet.

In addition to the large quantities that find their way to this market over the Grand Trunk Railroad, and from various parts of this State, a large portion has been imported from the lower provinces from which there have been received the past year 1,490,050 feet lumber, 172,810 feet deals, 115,000 paling, 71,669 feet scantling, 135,500 shingles,

21,847 sugar box-shooks, and 24,200 cedar posts, the transportation of which gives employment to many vessels.

Molasses Trade.—The same influences that restricted the molasses trade of Portland last year extended into the early part of the year now under review,—the extreme uncertainty of national affairs, the currency, high rates of freight, and uncertain prospects of the future, all conspired to create the utmost caution not only with imports, but jobbers and grocers, the latter purchasing only as the demand of their customers absorbed the stock. Hence the importation, although exceeding that of last year by at least a million gallons, was much less than the usual demands the rapidly extending trade would require when the usual stocks are kept up throughout the country.

The aggregate importation of molasses at Portland during the past year were 35,907 hogsheads, 4,005 tierces, and 1,037 barrels.

The amount of molasses imported and gauged at the custom-house the past year, and also for the three previous years, was as follows :—

					Gallons.
1865	..	..	..	..	4,879,745
1864	..	..	..	..	3,914,364
1863	..	..	..	..	6,276,607
1862	..	..	..	..	5,824,042

The first new crop clayed was received here about the 10th of January, and opened at 85 to 90 cents, and new Muscovado the 20th, which was held at 1 dollar. In March new clayed declined to 60 to 65 cents, and the 1st June was down to 40 to 43 cents, but towards fall rallied to about 50 cents, and later to 53 to 58 cents, but closed very dull and inactive at 52 to 55 cents for prime clayed, 65 cents for Muscovado, and 70 to 72 cents for Trinidad molasses.

The prospect of unusual activity in this branch of business the coming season is most flattering.

New importing houses of undoubted ability and integrity will compete with the old and stanch houses that have directed their energies to build up this important and leading branch of trade in Portland.

Oil Trade.—Oils have followed the course of other goods during the year. Prices were very unsteady, but ruled lower than the year previous. The price of kerosene oil in January was 1 dollar; in February it fell to 90 cents, and although quite active in March the factory reduced the price to 85 cents. It fell off in April to 75 cents, and at the close of the year had risen to 90 cents. Linsced ruled steadier than last year. In February it reached as high as 1 dollar 60 cents, it soon fell to 1 dollar 15 cents, but at the close of the year had gradually reached to 1 dollar 50 cents. As was the case in 1864, the crop at the west fell short of anticipations. Lard oils were extremely high. Early in the year the shipments of lard were very heavy, and a larger profit was realized from shipments of lard than from oil. In the spring the price averaged about 1 dollar 5 cts., while in the fall it sold as high as 2 dollars 25 cts. The demand for whale oil is, of course, much reduced, as now little is used for illuminating purposes.

Paint and Colour Trade.—Dry and ground leads advanced in prices. Dry leads were very scarce, and it was next to impossible to buy large lots for prompt delivery, and such was the demand that manufacturers were unable to accumulate any stock. Colours maintained the extreme prices of the previous year, and the demand for the finer and choicest colours has increased. French yellow and Venetian red were, at one time, nearly out of the market.

Pork and Beef Trade.—The pork market was characterized by the

most erratic and violent fluctuations, having been an article of considerable speculation. During the summer months extra clear pork stood at about 50 dollars per barrel, but late in the fall commenced to decline and continued to do so to the close of the year, when clear was quoted at 36 to 40 dollars, and mess 32 to 34 dollars per barrel. At the commencement of the year the scarcity of hogs and high prices prohibited packers here from doing much business, and the small stocks found ready sale at very high prices. There was comparatively but a small amount of beef packed in this market, but the sales were quite large and more exclusively confined to western beef. Chicago extra mess was perhaps in more demand than any other quality of beef, and prices ranged from 15 to 18 dollars for Chicago extra mess throughout most of the year.

Plaster Trade.—Dealers in rock plaster did not realize as profitable a business as during some former years. The low prices prevailing in western and southern markets, and the high prices of freight that prevailed throughout most of the year did not warrant the Portland dealers to offer prices that would be remunerative to shippers, hence many of the regular coasters that formerly traded with this market have been turned to other markets, and the amount of rock plaster bought here has been very light.

The importations for the season were only 4,890 tons against 12,011 tons the previous year. Though smaller than for several years, prices ruled quite steady, ranging for the most of the time from 2 dollars 25 cents to 2 dollars 75 cents per ton.

Potatoes and Produce.—The demand for potatoes for shipment though quite active was not so heavy as that of the previous year, and with abundant crops prices ruled lower and steady. The withdrawal of the Government demand for this article of produce for the manufacture of dessicated food materially reduced the demand. There were exported from this market chiefly for Cuba 3,650 barrels potatoes, against 3,925 the previous year.

There were exported also 216 barrels apples, 170 barrels beans, 4,472 cabbages, 136 barrels onions, 4,053 bushels peas, 21,920 lbs. preserved corn and peas, 18 barrels various kinds provisions, 807,072 lbs. butter, 564,789 lbs. cheese.

Salt Trade.—The heavy catch of fish created a great demand for salt in the early part of the season, and in addition to the regular importation into this port, a large quantity of salt came in from coastwise ports (thrown upon the market by outside speculation), but the supply of imported salt was sufficient to reduce prices in this market to such figures as made it unprofitable for this class of business, which was soon withdrawn, and the field left open to the legitimate trade.

The importations of all kinds of salt from foreign ports the past year were 2,655 tons, 650 hogsheads, 49,195 bushels, and 2,029 barrels.

The manufacture of salt is also carried on here to a considerable extent, Portland ground salt from its superiority commands the highest prices with the merchants throughout the State.

Soap and Candle Trade.—The export of manufactured soap to foreign countries was unusually light, amounting only to about 9,860 lbs., against 137,960 lbs. in 1864.

The shipment of candles for the same period was only 240 lbs. against 36,130 lbs. in 1864. Manufacturers prices ruled at about 20 cents.

Sugar Trade.—The trade in box and hogshead sugars has been rather light in this market for the past two years in comparison with that of former years.

Including the importations into Portland for Canadian markets, there were imported last year 10,089 hogsheads, 7,564 boxes, 471 tierces, and 233 barrels.

The principal trade of this market is in refined sugars, yet the margin allowed for profit is very small, seldom exceeding $\frac{1}{2}$ to $\frac{3}{4}$ of a cent per pound. Prices fluctuated violently during the year, opening in January at 29 $\frac{1}{2}$ cents, and closing in December at 19 $\frac{1}{2}$ cents.

Tea and Coffee Trade.—The prices of teas have been more uniform than almost any foreign article in this market. Choice Oolong ranging at the commencement of the year from 1 dollar 30 cents to 1 dollar at the close. Japan teas have been growing steadily into favour in this market the past year, and the sales of this kind of tea have been much larger than heretofore. Prices during the last six months ruled steady from 1 dollar 6 cents to 1 dollar 20 cents.

Coffee has been an article of very little speculation, very small quantities of either tea or coffee are imported direct to this market.

The Manufacture of Duck.—The Portland Duck Company has been actively engaged during the year, and the demand has greatly exceeded the ability to supply.

The company during the past year made considerable additions to their works at a cost of 50,000 dollars (exclusively for the manufacture of duck), and with the new machinery expects to be able to furnish the State with all that will be required.

The product of the company last year, including all grades of fabrics and value, may be estimated as follows:

	Per Yard.	Quantity.	Value.	
	Cents.	Yards.	\$	c.
Sheeting	30	263,067	78,920	10
22-inch Duck	75	217,619	163,214	25
Drills	28	18,674	5,228	72
10-oz. Tent Duck	60	15,517	9,310	20
12 " "	72	69,238	49,851	36
8 " Ravens	48	13,263	6,366	24
Total		597,378	312,890	87

The company are now manufacturing about 4,000 yards sheetings and drilling per diem, for which they find a ready market, and at the close of the year they had no accumulation of stocks of any kind.

The Manufacture of Sugar.—The Portland Sugar Company did a large business during the past year. The amount of molasses imported and purchased by the Company in 1865, was in round numbers 24,600 casks. The sales of sugars 35,000 barrels, and of residuum 8,958 hogsheads, and 5,943 barrels. The amount of excise tax paid during the year was 43,000 dollars.

The largest part of the sugar manufactured was taken by western buyers, and nearly all the residuum by distillers in New England.

The high prices of molasses paid at the commencement of the season, and the prevailing high rates of labour, with the subsequent decline in sugars, no doubt materially reduced the manufacture from that of the previous year.

Manufacture of Spices and Coffee.—The manufacture of coffee and spices in this city has grown to be quite a large business. There are two establishments of the kind. Mr. Grant, the pioneer of this manufacture, furnishes the following curious statement of his sales during the last year, 170,000 lbs. coffee of all kinds, 16,000 lbs. pepper, 11,000 lbs. ginger, 7,000 lbs. cassia, 4,000 lbs. cloves, 4,000 lbs. pimento, 5,000 lbs. cream of tartar. This does not include many kinds of articles coming under this head, such as nutmegs, ginger, mustard, chicory, &c.

Various Manufactures.—The Portland iron works for locomotives and

other machinery ; the glass works ; the shovel manufactory ; the sugar house ; the various foundries and machine shops ; the kerosene oil works ; the provision packing houses ; the boot, shoe, and clothing manufactories have been in constant and successful operation during the year.

Ship Building.—At the date of making up this report, the list of vessels built in the entire State of Maine for the past year has not been made up at the custom-house.

The following is a list of vessels built in this district during the year 1865 : 2 steamers, 4 ships, 6 barks, 5 brigs, and 4 schooners, with an aggregate tonnage of 10,221 tons.

Railroads.—There are several projects for increasing the number of railroads in this part of the country. The European and North American railroad is designed to furnish communication between Halifax, United States, and Bangor, Maine. If constructed it will largely increase the business and trade of Bangor by giving that already flourishing port a direct intercourse with the north-eastern British provinces. There is at present a railway communication from Halifax to Truro, and then there intervenes a break of about a hundred miles between Truro, Nova Scotia, and Monckton, New Brunswick. This, however, is contracted for, and is to be completed within four years. The road from Monckton to St. John has been in running order for some time, so that it will not be long before Halifax and St. John, nearly 300 miles apart, will be connected by rail. Whether or not, the remainder of the line from St. John to Bangor, about 200 miles, will be completed as soon as the British part of the route is, a matter not yet decided. The portion between St. John and the Maine boundary, 86 miles, is already under contract, and the chief question now is whether the building of a connecting road in Maine can be accomplished. The principal interest in the construction of the Maine part of the road is at Bangor, the people of that city being desirous to have the line completed so as to increase their trade, and give them a direct outlet to a port of the prominence of Halifax. The capitalist and citizens of Bangor have made liberal subscriptions to the stock, and the city has furnished a loan of 500,000 dollars already, and proposes a further loan in aid of the enterprise. Petitions are before the Maine Legislature for State aid to the road, and also for an extension of the time allowed in the charter for its completion. The importance of this connecting road is not confined to its immediate locality, for it interests Massachusetts nearly as much as it does Maine.

When this and the great Pacific lines shall be completed, there will be uninterrupted railroad communication across the continent from Halifax to the western coast.

BRITISH TRADE.

At the port of Portland the entries and clearances of British vessels have been as follows :

ENTERED

Steamers.	Ships.	Brigs.	Schooners.	Tonnage.	Crews.	Value of Cargoes.
25	20	96	218	77,189	4,111	£1,899,599

CLEARED.

27	21	100	217	81,006	4,316	£641,701
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With cargoes consisting of general merchandize, 29 : sugar and molasses,

52; fish and oil, 35; salt, 4; lumber, 28; coal, 85; plaster, 42; miscellaneous and mixed, 25; cordwood, 25; ballast, 34; total 359. Taking general merchandize, 181; flour, 28; lumber and deals, 18; ballast, 138; total 365.

The following Table will show the movement of British trade at Portland for the past five years:—

			ENTERED.		
			Vessels.	Tons.	Value of Cargoes.
					£
1861	..	..	371	68,283	1,328,546
1862	..	..	364	79,005	1,686,238
1863	..	..	341	82,003	2,807,575
1864	..	..	343	86,374	2,657,963
1865	..	..	359	77,189	1,899,559
			CLEARED.		
1861	..	..	376	68,037	376,829
1862	..	..	360	77,049	693,488
1863	..	..	345	86,055	894,603
1864	..	..	344	87,475	532,305
1865	..	..	365	81,000	641,701

BRITISH AND FOREIGN TRADE.

The total amount of British and foreign trade at this port of Portland during the year 1865, will be found in the following Table:—

Nationality.				ENTERED.			
				Vessels.	Tons.	Crews.	Value of Cargoes.
							£
British	..	..	..	359	77,189	4,111	1,899,559
American	..	..	..	120	31,803	957	136,527
Brazilian	..	..	..	1	324	7	3,356
Argentine	..	..	..	1	394	10	..
Hanoverian	..	..	..	1	893	20	156
Total	..	..	..	482	110,603	5,105	2,039,598
				CLEARED.			
British	..	..	..	365	81,006	4,316	641,701
American	..	..	..	258	73,457	2,182	188,688
Argentine	..	..	..	1	394	10	618
Total	..	..	..	624	154,857	6,508	831,007

N.B.—The Brazilian and Hanoverian vessels mentioned in the entries were transferred at this port to the British flag.

The total amount of British trade at this port of Portland during the past five years inclusive, have been as follows :

	ENTERED.		
	Vessels.	Tons.	Value of Cargoes.
			£
1861	631	135,725	1,472,634
1862	632	149,690	1,878,920
1863	552	133,577	3,009,045
1864	514	133,572	2,801,799
1865	482	110,603	2,039,598
	CLEARED.		
	Vessels.	Tons.	Value of Cargoes.
			£
1861	743	160,413	630,002
1862	759	179,959	1,003,138
1863	655	190,593	1,209,883
1864	678	182,417	906,190
1865	624	154,857	831,007

The following is a statement of British and foreign trade at the principal ports within this Consular district of Maine and New Hampshire during 1865—

EASTPORT.

Nationality.	ENTERED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	79	9,109	391	11,124
American	102	81,990	1,425	117,741
Total	181	91,099	1,816	128,865
	CLEARED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	78	9,038	383	5,709
American	211	97,137	2,491	244,723
Total	289	106,175	2,874	250,432

PORTSMOUTH.

Nationality.	ENTERED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	30	3,820	176	3,950
American	..	..	..	..
Total	30	3,820	176	3,950
	CLEARED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
				£
British	30	3,820	176	280
American	7	1,593	53	40
Total	37	5,413	229	320

BATH.

Nationality.	ENTERED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
British	35	3,288	175	£ 2,935
American	3	1,938	43	1,360
Total ..	38	5,226	218	4,295
	CLEARED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
British	33	2,897	162	390
American	15	5,861	140	4,910
Total ..	48	8,258	302	5,300

Portland, June 15, 1866.

B O R N E O.

BRUNEI.

Report by Mr. Consul-General J. F. Callaghan, on the Trade of Brunei, for the Year 1865.

ONLY one foreign vessel, an American, visited Brunei, during the year. This vessel brought nothing in the shape of cargo, but a few tons of salt, which was disposed of to the native traders.

With this exception, the returns of the exports and imports of Brunei only exhibit the trade carried on with Singapore in British vessels.

The trade with the colony of Labuan, and with the coast of Borneo, is, as stated in last year's Report, carried on in native prahus, the imports and exports in which cannot be ascertained.

The trade for 1865 shows a decided increase over that of the preceding year.

The value of the exports for 1864 amounted to 58,367 dollars, and for 1865 to 106,655 dollars.

There is also some increase in the imports, which in 1864 amounted to 66,586 dollars, and in 1865 to 76,981 dollars.

The main increase in the exports is in the article of sago, the chief staple of Brunei. The quantity of sago exported in 1864, was 16,773 piculs, and last year it reached 28,030 piculs.

There is no other noticeable increase in the exports, except in the article of beeswax, of which 213 piculs were exported in 1865, the quantity in 1864 having been only 70 piculs.

Except noting the increase in the imports, to which I have referred, I do not know that there is anything on this head calling for remark.

I regret to think that, notwithstanding the improvement in the trade, there is at present very little reason to hope that there will be any considerable commerce in Brunei for a long time.

The Government of Brunei is far too weak and apathetic to give any stimulus to trade or enterprise, and the condition of its scanty population is very low.

Agriculture continues to be very much neglected, and very little effort is made to develop the resources of the country.

I have already reported the establishment, at Brunei, in July last, of a Consulate for the United States of America. There are no European residents in Brunei, and the trade still continues to be chiefly in the hands of Chinamen.

Labuan, May 7, 1866.

GEORGIAN OR WINDWARD ISLANDS.

TAHITI.

Report by Mr. Consul Miller, upon the Trade and Navigation of Tahiti, and the Society or Leeward Islands, during the Year 1865.

No changes have taken place in the general regulations affecting trade and shipping at this island since the last Commercial Report from this Consulate, dated April, 1865.

SHIPPING AND NAVIGATION.

British Shipping.—There was an increase last year in the amount of British tonnage at Tahiti, owing chiefly to the circumstance of several large English vessels touching here for supplies and repairs, on their way to or from Malden Island, in the South Pacific.

Her Majesty's sovereignty having been established on that island in May last, and an exclusive permission granted, under a licence from the Colonial Office to Mr. B. B. Nicholson, of Melbourne, to remove guano from the island for a period of seven years, on payment of a royalty of 2s. per ton, the exportation of the guano, which is of the phosphatic class, has been regularly undertaken, and new employment thereby given to shipping in these seas.

The extent of the above-mentioned increase of English tonnage will be seen from the subjoined Table, showing the amount of British shipping that arrived at Tahiti in each of the last five years, viz. :—

Years.	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.
				£
1861.. ..	10	1,673	115	24,910
1862.. ..	15	2,293	144	29,210
1863.. ..	14	3,171	151	25,206
1864.. ..	13	1,948	130	17,670
1865.. ..	18	4,358	197	30,330

NOTE.—The above Table comprises one British whaling ship, which came to Tahiti in the year 1861, since when no British whaler has called here.

Foreign Shipping.—The following statement gives the respective amounts of the different foreign tonnage that made entry at Tahiti in the course of the year 1865, in every description of trade.

		Tonnage.	Tonnage.
Tahitian (chiefly British owned)	Foreign Trade ..	3,834	7,575
	Coasting Trade ..	3,741	
French	Foreign Trade ..	1,800	2,200
	Whaler Calling ..	400	
American (United States)..	Foreign Trade ..	..	1,873
Italian	Ditto	..	800
Prussian	Ditto	..	787
Colombian	Ditto	..	289
Chilian	Ditto	..	243
South Pacific Islands ..	Ditto	..	1,324
Total Foreign Tonnage	.. ..	..	15,101

The foregoing statement exhibits, as compared with the Return for 1864, an increase also in foreign shipping, amounting to nearly 2,000 tons.

British and Foreign Shipping and Coasters.—The following Table contains a summary of the shipping of all countries (British shipping included) that came annually to Tahiti, during the five years from 1861 to 1865. The Table distinguishes the foreign from the coasting trade, which latter continues to be reserved exclusively to vessels carrying the French or the French Protectorate (Tahitian) flag.

Years.	Ships engaged in the Foreign Trade (direct and indirect) exclusive of Whalers.		Whaling Ships.		Ships (all Tahitian) employed in the Coasting Trade of Tahiti and its Dependencies.		Total of Merchant and Whaling Ships of all Nations that entered in each Year at Tahiti.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1861 ..	95	6,831	5	1,786	69	1,701	169	10,318
1862 ..	101	10,183	4	1,622	54	1,953	159	13,758
1863 ..	106	11,582	8	2,699	72	2,169	186	16,450
1864 ..	101	10,342	4	1,402	136	3,424	241	15,168
1865 ..	122	15,318	1	400	170	3,741	293	19,459

TRADE AND COMMERCE.

Exports.—The customary official return of the value of exports from Tahiti, not having as yet been published for last year, I am unable at present to give their total value for that period. Without doubt, however, it exceeded considerably that of previous years, since an important addition to the usual exports occurred in 1865, in the shape of some 110,000 to 120,000 pounds of cotton, almost exclusively sea-island, which were shipped in that year; at the same time the principal ordinary exports, such as cocoa-nut oil and oranges, seem to have quite attained their average figure, whilst some revival took place in the exports of pearl shells as compared with the two preceding years.

Imports.—There appears, according to all accounts to have been an increase likewise in the importations in 1865 over those of late years, though, in consequence of the official returns being still unpublished, I cannot ascertain precisely the amount of such increase.

Market Prices of Goods.—The prices of flour, biscuit, salt beef, canvas, cordage, and cotton goods rose during the year 1865.

Tariff.—In the writer's last Report, it was stated that the local Custom-house, and all duties of Customs, had been abolished since the 1st of January, 1865, but that in lieu of the duties on imports previously levied, the sum of 106,000 francs (4,240*l.*) would be raised by Government in the year among the holders of 1st class mercantile licences, pro rata to the amount of their importations, the holders of such licences being the only parties at liberty to import merchandise, and manifests being required declaring the value of goods imported, with the names of the consignees.

It seems that the allotment of the respective quotas of the above-mentioned contribution amongst this small mercantile community, and the recovery of the same, were carried into effect in the past year without difficulty, and the system is still continued; but the amount to be contributed to Government for the current year, 1866, is raised to

131,000 francs (5,240*l.*), instead of 106,000 francs (4,240*l.*), as in the year 1865.

Any party not possessing or obtaining a 1st class mercantile licence himself, must, in order to import goods, do so through one of the holders of such licences, to whom he has to pay such commission as may be agreed upon between them for the advantage of so entering his goods.

Rates of Exchange upon England.—During the year 1865, the prevailing rate continued to be at 25 francs to the 1*l.* sterling.

Agriculture.—The Tahiti Cotton and Coffee Plantation (the establishment of which was mentioned in the Commercial Report from this Consulate, for the year 1864) comprises, according to an official report published here, 3,400 hectares (or about 8,500 acres) of land, the mountainous portions included. The Report further states that of this tract there were under actual cultivation, in October last, 144 hectares (360 acres), of which 132 hectares (or 330 acres) were planted with cotton, adding that 320 hectares (800 acres) more had been cleared, and were then ready for planting.

There are, I learn, at present upwards of 1,300 persons employed on the plantation, which number includes 1,000 Chinese Coolies, introduced since February, 1865, as also a number of natives, procured from the independent islands of Atiu, Penrhyn, &c., to the westward of Tahiti, under contract as labourers.

I understand that the quantity of cotton (sea-island) exported from the plantation from March 1865 to March 1866 (being the second year since its commencement), has amounted to about 900 bales, weighing, on an average, 150 lbs. each, and giving, therefore, a total of 135,000 lbs.; but in the ensuing year the quantity of cotton obtained from the plantation will, it is expected, be vastly greater.

The rest of the different plantations—cotton, coffee, sugar, &c., &c.—on this island, will, according to the published report above alluded to, present in the course of the current year an aggregate of about 1,200 hectares (3,000 acres) of cultivated lands.

SOCIETY OR LEEWARD ISLANDS.

No change of importance has occurred within the past year in regard to trade and navigation at the independent islands, known as the Society or Leeward group.

Cotton planting was extending there, though as yet it is true only on a small scale. The collection of fungus was also on the increase; and in the production of cocoa-nut oil there was not, it is believed, on the whole, any falling off in 1865.

The civil war which broke out at Raiatea towards the close of the year naturally, however, served as a check to agricultural and industrial pursuits on that island, and even indeed on some others of the group.

Tahiti, March 31, 1866.

PERSIA.

GILAN.

Report by Mr. Consul Abbott on the Trade and Resources of the Province of Gilan for the Year 1865.

GILAN extends along part of the south-western coast of the Caspian Sea. The Russian Province of Shirwan bounds it on the north, to the south and west lay part of the chain of the Elburz Mountains; the Caspian is its eastern boundary. It contains a population of about 200,000 souls, and comprises twenty *mahals* or districts which are again sub-divided into a thousand and one villages.

The climate of Gilan is far from healthy. Fevers, agues, and other dangerous maladies prevail in summer. This is to be attributed in great measure to the extent of land artificially laid under water during that season for the cultivation of rice and which converts the lower part of the province into a swamp. But it may be here observed that the low tract which stretches along the southern shore of the Caspian, from the plains of Mogan to Astrabad, and from thence eastward along the foot of the Elburz, differs widely from the more elevated plateau of Persia, being marshy, covered with forests, extremely verdant and fruitful, subject to frequent rains and naturally liable to the disorders which a damp climate and the exhalations of stagnant water are apt to produce.

There are, perhaps, in no part of the world so many rivers, streams and torrents as in the Caspian provinces. The principal river in Gilan is the Sefeedrood, a continuation of the Kizilouzen, or Mardus of the ancients, which takes its rise near Senna in Koordistan. This river separates the province of Irak from that of Azerbaijan, intersects Gilan and falls into the Caspian about 40 miles to the north of Resht.

Resht, the capital of Gilan, between latitude $37^{\circ} 17'$ and longitude $47^{\circ} 22'$, stands in a plain, which, about a century ago, the Russians are said to have cleared of wood from the sea shore as far as 15 miles inland, but which has since been overgrown by a dense jungle of brambles and young forest trees. In 1822, this place was in a very flourishing condition, according to Fraser, who estimated the population at 80,000 souls. But the plague, which visited Gilan in 1831-32, destroyed three-fourths of its inhabitants, nor was it till 1833 that Resht began to recover from its effects and to recommence its existence as a commercial city. Its population in 1845 was computed by Holmes at 20,000. At present it is said to contain 6,700 houses and from 25 to 30,000 inhabitants; 24 mosques, 21 public baths, 7 medressehs or colleges, 22 schools and 23 caravanserais. The population is Mussulman, with the exception of about 12 American families. The natives of this province, descendants of the ancient Gelæ or Cadusii, speak a patois called Gillek.

SHIPPING AND NAVIGATION.

The port of Resht is Enzellee, but before it can be approached, a distance of about four miles, along one of the worst roads in Persia, has to be traversed to the entrance of the Peeree Bazar river. The dépôt for goods is at Peeree Bazar, and everything must be transported thither from Resht on the backs of mules or horses. The road in question lies through a dense, marshy forest, broken up into a series of deep muddy holes, so that the beasts of burden frequently sink therein up to the belly.

There is a distance of about 16 miles from the entrance of the Peeree Bazar river to the *moord ob* or lagoon of Enzellee, the passage being performed in two hours with a favourable wind.

Enzellee is built upon a tongue of land which forms a barrier between the *moord ob* and the Caspian. Two small batteries protect the entrance of the channel by which the lake and the sea communicate, and a light-house has been erected near the same spot. Enzellee possesses a good natural harbour; the water is deep and the vessels lie close to the shore which is formed entirely of sand. It is moreover completely land-locked by the sandbank in front, and capable of affording anchorage to many more vessels than ever enter it.

There are from 400 to 450 sailing vessels, varying from 40 to 100 tons burden, employed in the trade between Astracan and Enzellee. The articles forming this traffic will be noted in the returns of foreign exports and imports. Several boats are also employed in bringing salt and naphtha from the Turcoman coast to Enzellee.

STEAM NAVIGATION.

The "Caucasus and Mercury Company" possesses the following steamers which at present ply in the Caspian.

Name of Steamer.	Horse Power.	Tons Burden.	Remarks.
Grand Duke Constantine	120	110	Paddle Steamer for Postal Service
Prince Bariatsky ..	120	110	
Grand Duke Michel ..	100	110	Screw Steamer for Postal Service
Volga	70	400	Screw Steamer for Merchandise
Karna	70	400	" "
Tamara	70	300	" "
Caspia	70	300	" "
Shah	70	300	" "
Turcoman	70	300	" "
Armenian	70	300	" "

These steamers are all built in England or Sweden and conveyed to Russia in pieces. They are put together at Iver on the Volga by English and Swedish engineers in the dockyards of the Sparski-Selo Company, and are floated down the Volga into the Caspian when the ice breaks up in spring. The "Caucasus and Mercury Company" has also eight steamers in the northern ports of the Caspian, for the purpose of facilitating the navigation at the mouths of the Volga; and two new screw boats are expected this year from England for the same Company.

Another Company has been recently formed, but has as yet only two steamers in the Caspian; two others will, however, be soon completed. By reducing its rate of freight, this Company hopes to be able to compete with that of the "Caucasus and Mercury." The freight by the steamers of the latter Company from Enzellee to Bakou is 1 rouble 80 copecks per pound of merchandise, or about $2\frac{1}{2}$ d. per lb.; whereas the new Company has made a reduction of 15 per cent. in its rates of freight. The distance from Enzellee to Bakou is 200 miles, and there are two good places of anchorage, one at the island of Saro, near Lankoran; the other at the mouth of the river Kur. The voyage can be accomplished by a direct steamer in 24 hours, but as the steamers generally touch at Astara and Lankoran, they do not perform it in less than 72 hours.

TRADE AND COMMERCE.

Foreign Trade, Exports.—Raw silk, as stated in my previous reports,

is the chief article of commerce in Gilan, and is exported in considerable quantities to the United Kingdom, France, Russia and Turkey.

The exports from Gilan in 1865 are shown in the following Table. The raw silk, exported to the amount of 397,539*l.*, formed a part of the crop of 1864-65.

Exports.

Name of Article.	Value.			Remarks.
	£	s.	d.	
Raw Silk	397,539	0	0	Exported to the United Kingdom, France, Russia and Turkey
Cocoons	13,240	0	0	
Timber	13,044	0	0	Oak, Walnut, and Box Wood exported to Russia
Dried Fish	489	2	8	} Produce of the Fisheries of the Sefeedrood and of the Lake of Enzellee exported to Russia
Salted Sturgeon	11,108	13	0	
Caviar	8,700	6	10	
Isinglass	5,920	0	0	
Vezike (Gelatine)	683	0	0	
Total..	£ 450,724	2	6	

Imports.—Russia is the only country which carries on a direct import trade with this province. The articles thus imported in 1865 by way of the Caspian figure in the following Return with their respective values.

British and French goods are also imported into Gilan, via Tabreez, but they form a part of the home rather than of the foreign trade, and will be noticed under the former head.

Imports.

Name of Article.	Value.			Remarks.
	£	s.	d.	
Iron	6,050	0	0	From Russia, in bars.
Steel	675	0	0	"
Copper	5,970	0	0	"
Lead	250	0	0	"
Nails	1,600	6	4	"
Hardware	1,890	0	0	"
Earthenware	3,200	0	0	"
Cotton Yarn	1,160	0	0	Spun in Russia.
Glass	1,235	5	8	From Russia.
Cloth	1,300	0	0	"
Chintz	2,250	0	0	"
Calices	1,670	0	0	"
Canvass	2,095	0	0	Used for packing Silk.
Gold and Silver Embroidery	750	0	0	Large quantities are smuggled from Russia into the Caspian Provinces.
Furs	400	0	0	Ermine and Beavers' Skins.
Naphtha	8,152	6	7	From the springs at Bakou.
Dye Woods	1,045	4	11	Of the Brazils. From Russia.
Saffron	1,305	0	0	From Bakou.
Sugar, in loaf	43,470	0	0	
Barley	1,199	14	10	From Lankoran.
Flour	4,370	10	0	From Bakou and Astracan.
Paper	1,050	0	0	From Russia.
Fruit	260	0	0	Apples and Chestnuts from Bakou.
Sundries	5,976	0	0	From Russia.
Total..	£ 97,324	8	4	

Silk.—The silk crop of 1865-66 was less than that of the preceding year by 3,420 bales, and the quantity exported was proportionately small. The failure of the crop of 1864-65 proved that the fears entertained of the apparition of the silkworm malady in Gilan were fully founded.

Under the apprehension of a bad crop this year, and with the impression that there would be a great demand for the article, the season of 1865-66 opened with unusually high prices. They were in fact from 35 to 40 per cent. dearer than the maximum rates paid in the previous year. Although in the sequel these prices somewhat declined, the Gilan market continued always firmer than those of Europe and the rates which obtained rarely left a margin for profit when compared with those ruling in the consuming markets. In noticing the great falling off in exports from those of 1864-65, it may be observed that the high prices paid this year have somewhat compensated for this state of things. Appearances augur ill for the approaching crop. Considerable quantities of silkworms' eggs have, however, been introduced into this province from Mazanderan, and great hopes are entertained of their success, whereas those of Gilan have almost all perished; and every day intelligence reaches this place of the increasing mortality amongst the silkworms in the districts of the interior. The fact, however, that stocks to the amount of 2,500 bales remain on hand of the produce of 1864-65 brings with it some consolation, as there will be at any rate a sufficient supply of silk for the commencement of the coming season.

The subjoined Table shows the quantities and approximate values of exports in silk from Gilan in 1865-66, as compared with those of the previous year:—

Articles.	1865-66.		1864-65.		
	Quantity.	Value.	Quantity.	Value.	
	Lbs.	£	Lbs.	£	s. d.
Silks	688,564	554,727	1,230,450	937,481	0 0
Husks and Knubs ..	403,704	87,450	799,500	121,829	5 0
Doupions	37,800	11,735	158,400	48,274	0 0
Cocoons	105,840	13,240	..	..	..
Total.. ..	1,235,908	667,152	2,188,350	1,107,584	5 0

The balance against the year 1865-66, being 952,442 lbs. = 440,435*l.* 5*s.*

MEANS OF TRANSPORT.

European merchants employ the route *viâ* Tabreez and in transit through Turkey for exporting their silk to Europe; but the Caspian route from Enzellee to Bakou, and thence *viâ* Tiflis and Poti to the Black Sea, has of late become much in vogue, more especially since the steamers in the Caspian have reduced their rates of freight; and the Russian Government, by holding out every kind of encouragement to the merchants, such as exemption from custom duty, &c., are doing all in their power to direct the transit trade in this latter direction.

HOME TRADE—EXPORTS AND IMPORTS.

The home exports and imports to and from the different provinces in Persia amounted in 1865 to a collective sum of 468,547*l.*, that is 271,793*l.* 5*s.* 6*d.* exports, and 196,753*l.* 14*s.* 6*d.* imports.

Exports.

Name of Article.	Value.			Remarks.
	£	s.	d.	
Raw Silk	244,688	0	0	Of the Crop 1864-65. To Tabreez, Cashan, Yezd, &c.
Silk Manufactures ..	8,696	0	0	Curtains, Tent linings, &c., to Tehran and other parts of Persia.
Silk Embroideries ..	3,040	5	0	To Tehran and other parts of Persia.
Rice	6,520	0	0	To Casvin and Tehran.
Fish, fresh and dried..	4,787	10	0	To Tehran.
Olive Oil	1,958	10	6	Produce of the district of Rootbar.
Soap	1,237	0	0	Manufactured at Rootbar.
Mats	220	0	0	Made at Cazian near Enzellee.
Woollen Materials ..	696	0	0	„ in the district of Gasker.
Total..	£ 271,793	5	6	

Imports.

Name of Article.	Value.			Remarks.
	£	s.	d.	
Cotton Manufactures, } Shirtings and } Chintz	7,826	2	4	From Yezd, Ispahan, Cashan and Meshed.
Silk Manufactures ..	13,043	0	0	„ Yezd, Cashan and Meshed.
Woollen „ ..	4,976	0	0	„ Khorassan and Kerman.
Abbas (Native Wool- } len Cloaks)	2,796	5	6	„ Tabreez, Ispahan, Meshed.
Carpets	1,280	0	0	„ Khorassan, Kerman, Yezd.
Leather	3,869	0	4	„ Hamadan.
Shawls.. ..	2,890	0	0	„ Khorassan and Kerman.
Do.	6,522	0	0	„ Tehran.
Lambskins	1,543	14	4	„ Shiraz and Meshed.
Opium.. ..	5,970	0	0	„ Cashan, Yezd, Ispahan.
Indigo... ..	521	8	8	„ Yezd.
Henna and Reng ..	4,330	0	0	„ „ Used for dyeing the hair and nails.
Tenbakou (Persian } Tobacco)	869	3	4	„ Cashan, inferior.
„ „	18,260	15	0	„ Shiraz, superior.
Raw Cotton	3,913	10	0	„ Mazanderan and Casvin.
Cotton Yarn	1,303	15	0	„ Casvin.
Drugs and Spices ..	4,780	0	0	„ „
Tea (200 chests) ..	1,305	6	0	„ „ (of Bombay.)
„ „	4,350	0	0	Viâ Tabreez.
Sugar (in loaf and } unrefined)	8,721	0	0	Yezd and Ispahan.
Rice	500	0	0	From Mazanderan.
Tallow.. ..	782	14	0	„ Azerbaijan.
Caleons (Water Pipe } Stems)	796	0	0	Mazanderan.
Manchester Goods, } Prints, White and } Grey Shirtings }	86,950	0	0	Viâ Tabreez.
French Silks	8,644	0	0	„
Total ..	£ 196,753	14	6	

AGRICULTURE.

The agriculture of this province is confined to rice and the mulberry. Rice is the staple food of the people. Horses, cows and sheep are fed upon rice straw, with which also the poorer classes thatch their houses.

Cereals are cultivated in the districts of Rootbar and Menjil, but on so limited a scale that they scarcely deserve mention. The highlands of Talysh, and Lankoran on the Russian frontier furnish Gilan with a small quantity of wheat and barley, which with the flour imported from Casvin and Astracan suffice for the wants of this province.

It is computed that there are 11,809 acres of land under rice cultivation in this province. An acre will yield on an average 1,100 batmans, equal 13,750 lbs. of rice, the annual produce of which in Gilan is estimated at 12,000,000 batmans, or 150,000,000 lbs.

The rice of Gilan is considered to be superior to that of Mazanderan, the latter province, however, produces a far greater quantity, whereas the rice produce of Gilan is only sufficient for domestic consumption. The districts of Akoulch and Gasker yield the finest rice in this part of Persia. The price paid is 3*s.* 6*d.* to 4*s.* per load of 50 lbs. for rice of inferior quality, and 6*s.* to 7*s.* per load for that of superior quality.

The cultivation of the mulberry is a far more important branch of agriculture in this province than that of rice. It is, indeed, of vital importance to the Gilanee, whose existence depends upon the produce of the silkworm.

The mulberry plantations in Gilan are said to extend over 17,713 acres of land, and I am informed that the clearing of the forest advances yearly to give place to fresh plantations.

VEGETABLE PRODUCTIONS.

Hemp and hops grow wild in Gilan; the former is used in making ropes, the latter are not converted to any use by the natives.

Olives are abundant in the districts of Rootbar and Menjil. Oil, as good as that of France and Italy, can be extracted from them, and at a very cheap rate, the experiment having been tried by Europeans at Resht. The natives, however, extract the oil in a very primitive manner, and use it in the manufacture of soap.

The vine also grows wild in Gilan, but no trouble being taken in its cultivation, the grapes produced are small and sour.

Besides the mulberry, grape, and olive already alluded to, the principal fruits in Gilan are the melon, the medlar, the quince, the sweet and sour pomegranate, and the strawberry. The latter, called *velesh*, grows wild in the forest, is small and aromatic in flavour.

There is a great variety of the orange, lemon and citron species in Gilan, namely, the *Nawringe*, a bitter orange resembling the Seville; the *Nawrenges*, a sweet orange like the Mandarin sweet and sour lemons; the *Badreng*, a large kind of citron, with a knotty, rough and thick rind; and finally the *Tureng*, a species of bitter orange like the *Nawringe*, only larger.

Forest Trees.—The oak, elm, sycamore, ash, walnut and box abound in Gilan. The marshes and flats display a noble growth of alder, besides several varieties of poplar, willow and acacia. Amongst the latter, the silk acacia especially deserves mention, and is called by the natives *sheb-khab*, because it closes its leaves at night.

POSITION OF THE PEASANTRY—LABOUR.

The price of the peasant's labour is in most cases one-half of the produce, be it rice or silk. Under this arrangement, called *menasifi*, the peasantry who work upon the estates of silk proprietors have to furnish the seed or silkworms eggs, but in rice plantations the seed is provided by the landlord.

Another system is that of *Tjarch*, by which the landlord lets his mulberry or rice plantation to the peasant, receiving from the latter, in lieu of rent, a share in the produce of his labour. In the former instance the landlord's share is three-fourths, in the latter one-third of the produce. Under all circumstances the labourer lives in his cottage rent free. He is at liberty to cut as much wood as he chooses from the surrounding forest, part of which he uses for fuel, selling the remainder.

But although the peasantry enjoy certain advantages in this province to which they are strangers in other parts of Persia, their position is far from being a flourishing one. The blight amongst the silk worms, which has prevailed for the last two years, is one of the principal causes of their present reduced position, and another reason is the unequal distribution of the maliot or land tax, which, falling heavily upon the landlord, recoils upon the tenant. I allude to the system adopted by the Government of assessing all lands alike, and of exacting the same amount of maliot in good years and in drought. Thus, the province of Gilan was assessed for the maliot nearly a century ago; at the period of assessment many estates which were in a high state of cultivation are now either partially waste or produce little, whilst others which were then unproductive now yield rich crops; but the Government do not take these circumstances into consideration, and always exact the same amount of maliot.

The unequal distribution of the fiscal burdens, as illustrated in the mode employed for levying the maliot, affords an incentive to the landlord to deal unfairly with the peasant. In other words, he frequently takes "the lion's share" of the produce instead of abiding by the terms of his contract, and the peasant is left to shift for himself. The law in despotic Mussulman States affords no effectual remedy for abuses of this kind, here, as in other parts of Persia, might is right, and a bribe administered in the proper quarter will always insure success to the donor.

This unsatisfactory state of things is further aggravated by another evil, usury. In many districts of Gilan the peasantry are heavily in debt to their landlords, who exact an usurious rate of interest, from 25 to 40 per cent. being the lowest figure upon such loans. Money thus lent is frequently lost. A succession of bad crops plunges the labourer into difficulties, he is unable to pay, and when reduced to great straits deserts the village to elude the pursuit of his creditors. In a thinly populated province like Gilan, where the supply of labour is already far below the demand, the practice alluded to must necessarily operate as a serious check to agriculture, and it follows as a natural consequence that in districts where both the landlords and tenants are in pecuniary embarrassments the collection of the maliot is attended with great difficulty and with a certain amount of oppression.

REVENUE.

The revenue of this province is derived principally from the following sources :—

The Customs.

The Fisheries of the Sefeedrood and of the Lake of Enzellee, Crown lands, and taxation.

The three former are rented annually by the Persian Government to private speculators, who farm the produce for their own account.

The taxes levied in Gilan may be classed under two heads: the maliot or land tax and the tax upon shops. The first is an impost upon freehold landed property throughout the province, which is assessed by Government at a fixed sum for that purpose. It amounts to 6*l.* 9*s.* 1*d.* levied upon every acre of cultivated land, and is collected as follows: six

months after the Nowrouz, or Vernal Equinox, the Government claim from the landowner one-half of the maliot, the remainder being payable in monthly instalments within the expiration of another six months.

The tax upon shops, which also comprises public baths and caravan-series, is levied in proportion to their size and the manner in which they are occupied, whilst the tenant of such places also pays according to the nature and extent of his business. This branch of the revenue, as regards the shops of blacksmiths, tobaccoists, dyers, corn-chandlers, and tanners, is rented by Government with the Customs, and the Mint or Zerab-Khaneh is disposed of in the same manner at an annual rent of tomans 2,100.

The subjoined Table shows the total annual revenue of the province of Gilan :—

	Tomans.	Value.		
		£	s.	d.
Rent of the Customs	92,000	40,000	0	0
„ of fisheries	45,000	19,565	4	4
„ of the water of the Sefeedrood for purposes of irrigation	1,500	652	3	5
„ of crown lands	66,950	29,543	9	6
Maliot (land tax)	179,137	77,885	13	0
Tax upon shops	4,023	1,749	2	7
Total	388,610	169,395	12	10

GENERAL REMARKS.

In taking a general review of the whole district, it may be said that commerce is decidedly on the decline, and unless the authorities adopt strenuous measures to combat the evil effects of the silkworm malady, by encouraging in every possible manner the introduction of healthy seed from Magauderan and other parts of Persia, it is to be feared that this province, one of the richest and most prosperous in the Shah's dominions, will be reduced to the verge of ruin.

I cannot close this Report without adverting to the necessity of a good carriageable road being constructed from this place to Peeree Bazar. This would be a work of great utility and add considerably to the commercial prosperity of Resht, but the Persian Government have always opposed the scheme, and it would be doubtless difficult to induce them to assent to its execution. Were this obstacle overcome the work could be accomplished with little labour and at a very small cost, as the necessary materials, such as stones, sand, &c., are to be found on the spot.

Resht, May 31, 1866.

PRUSSIA.

DANTZIG.

Report by Mr. Consul White on the Trade and Commerce of Dantzic for the Year 1865.

THE trade of Dantzic during the year 1865 did not come up to the expectations which were held out at the opening of the navigation. The quantity of wheat exported was, however, considerable, and the value of the goods imported by sea was larger than in any previous year.

SHIPPING AND NAVIGATION.

The total number of vessels which arrived at Dantzic in 1865 amounted to 2,490, of the burden of 270,598 Prussian commercial lasts. The departures were 2,526 vessels of 274,350 lasts burden.

Eleven new vessels were constructed at this port in the course of the year.

The average number and tonnage of arrivals in the seven years, from 1853 to 1859, was 1,648 of 185,000 lasts burden, and during the last five years (1860-1864) 2,728 of 281,229 lasts burden.

The highest number of departures was in 1862, viz., 3,200 vessels of 327,184 lasts burden.

During the previous winter 114 vessels awaited the re-opening of the navigation in this port, the number of those laid up for the winter at the close of 1865 amounted to 131, of these 83 belonged to Dantzic, 34 to other Prussian ports, and three were under British flag.

Forty-two vessels arrived here in 1865 coastwise, and proceeded hence by sea.

RECAPITULATION.

					Vessels.
Arrivals by Sea	..	..	..	..	2,490
Arrivals by Inner Navigation	..	..	..	..	42
In port during last Winter	..	..	..	..	114
New Ships	..	..	..	..	11
		Total	..	..	2,676
Sailed outwards	..	..	..	..	2,596
In Port December 31, 1865	..	..	..	..	131

Of the arrivals 1,232 came to Dantzic laden, and 1,258, or more than one-half, in ballast.

Of those with cargoes, 473 came with coals, 118 with limestone, 45 with gypsum, cement, &c., and eight with military equipment, so that only 588, or about 23 per cent. of the entire arrivals, carried goods in the general acceptation of the term.

Of these again 133 arrived with herrings, 69 with iron and rails, 228 with machinery and manufactured goods, 34 with salt, and 124 with all kinds of other cargoes.

The total of arrivals includes 203 steamers, of these 133 came with cargoes, and 70 arrived empty.

The number and tonnage of the vessels that arrived at Dantzic in 1865, according to their nationality, was as follows:—

Under what Flag.	Number of Vessels.			Tonnage of Vessels.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
British	332	175	507	Lasts. 39,368	Lasts. 31,240	Lasts. 70,698
Prussian	464	364	810	74,517	48,489	123,006
Other German, including Schleswig-Holstein }	156	277	433	10,240	14,165	24,405
Danish	16	243	259	1,359	15,264	16,623
Swedish and Norwegian ..	134	110	244	6,955	9,498	16,453
Dutch	124	104	228	11,336	7,224	18,561
French	2	2	4	123	187	310
Russian	2	..	2	175	..	175
Belgian	2	..	2	200	..	200
United States of America..	..	1	1	..	257	257
Total	1,232	1,258	2,490	144,274	126,824	270,598

The above Table includes both sailing vessels and steamers. The following Return gives the number and burden of the steamers that arrived in this port in 1865 whether with cargoes or in ballast, stating the nation to which they belonged:—

Under what Flag.	Number of Steamers.			Burden of Steamers.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
British	51	54	105	Lasts. 14,182	Lasts. 15,260	Lasts. 29,442
Prussian	51	5	56	5,663	912	6,575
Hamburgh	1	3	4	97	760	857
Danish	2	6	8	339	1,386	1,725
Dutch	24	2	30	4,609	381	4,990
Total	133	70	203	24,890	18,699	43,589

The above Tables show that the tonnage of British shipping, as compared to the entire tonnage of all the vessels which had entered the port of Dantzic, had amounted to 22·5 per cent. on an average during the years 1861 to 1863 inclusive, and had risen to 35 per cent. in consequence of the hostilities between Denmark and Prussia in 1864, had amounted to 26 per cent. of the total tonnage during the past year, whilst British steamers constituted about 55 per cent. of the steam navigation at this port during that period.

Of the 507 British vessels which entered the port in 1865 there were 302 sailing vessels of 58,405 English tons burden, and 105 steamers of 53,740 English tons burden, showing a total of 507 vessels of 112,145 tons burden. The crews of these vessels consisted of 507 masters, of 4,500 sailors and men, and of 273 apprentices. These figures are extracted from the Consular Register.

The British steamers arriving here come either with cargoes direct from England, from the ports of Hull or London, as also from Cardiff and Leith, or they come empty from Stettin and Copenhagen, having first conveyed cargoes to those foreign ports.

Previous to the late war with Denmark the Danish flag was of some importance in this port, but since the Schleswig-Holstein vessels are considered as German, it may be said that the Danish, Dutch, and Swedo-Norwegian Shipping are all three of equal importance. Most of the vessels belonging to these countries are of very small burden, and they carry on merely a direct navigation between this port and their respective countries.

The principal shipping consists therefore of Prussian, British, and German vessels, including under the latter denomination those of Mecklenburgh, Hanover, Oldenburgh, Schleswig-Holstein, and of the Hanse Towns. All these vessels are employed in conveying grain and timber from Dantzic to various countries, but chiefly to British ports, as the United Kingdom is the chief consumer of these staple commodities of Dantzic export.

These articles alone, *i.e.*, grain of various kinds, timber and oilseeds, constituted the cargoes of 2,403 vessels bound outwards from here in 1865, and the value of these cargoes is estimated at three millions sterling.

The value of those cargoes bound for ports in the United Kingdom was estimated at the sum of 2,050,000*l.* sterling, the value of the wheat alone amounting to upwards of 1,500,000 sterling being included in that sum of exports destined for British consumption.

The vessels conveying those articles to the United Kingdom amounted to 1,181 out of 1,191 bound for that destination.

Of the entire number of vessels, therefore (2,526), which left this port in 1865, bound outwards, 2,403 left with cargoes of grain and timber, 61 left for other Prussian ports, 47 left in ballast, and only 15 vessels left bound for foreign ports with a cargo of some different description.

The shipping of other countries not alluded to in the above remarks is merely nominal, at one time it was supposed that French vessels would avail themselves of the abolition of tonnage dues which has been extended to them in Prussian ports under the provisions of the new Commercial Treaty, and would seek for employment in the navigation to Dantzic; but as yet no increase in the arrival of French vessels has been noticed, and British merchant ships continue to be the principal competitors with those of Prussia and of Northern Germany in the navigation of the Baltic.

The following two Tables show the number of vessels which arrived to, or departed from, Dantzic in 1865, stating the countries from which they came, or those from which they sailed. These figures include both sailing vessels and steamers, and those with cargoes as well as those in ballast, and their perusal will serve to show the extent of business done with these different countries.

The following Tables show the total number of sea-going vessels, including steamers, arrived at Dantzic and departed thence in the year 1865:—

ARRIVED.

	With Cargoes.	*In Ballast.	Total.
From the United Kingdom	694	135	829
Prussian Ports	119	421	540
Other German Ports	79	325	404
Denmark	26	335	361
Sweden and Norway	101	59	160
Holland	40	43	83
Belgium	17	19	36
France	19	27	46
Italy	3	..	3
Spain	2	2	4
Russia	14	10	24
Total	1,114	1,376	2,490

DEPARTED.

	With Cargoes.	In Ballast.	Total.
For United Kingdom	1,191	..	1,191
Prussian Ports.	211	30	241
Other German Ports	377	..	377
Denmark	41	1	42
Sweden and Norway	332	10	342
Holland	180	..	180
Algiers.	2	..	2
France.	81	..	81
Belgium	46	..	46
Italy	1	..	1
Portugal	3	..	3
Spain	7	..	7
Russia.. .. .	7	6	13
Total	2,479	47	2,526

In my previous Report I had the honour to state that the mercantile shipping consisted at the Port of Dantzic of thirteen steamers, viz., two sea-going steamers, eleven river steamers, and also of one hundred and sixteen sea-going sailing vessels, making a total of 129 vessels of 33,400 Prussian registered lasts burden.

The tonnage of the shipping of the Port of Dantzic is the largest of any port within the present dominions of His Majesty the King of Prussia.

A Table included in the last Report of Her Majesty's Consul at Stettin (Consular Commercial Reports, No. 4, 1866, p. 199) shows that the total registered tonnage of the entire Prussian Mercantile Marine on the 1st January last was 194,049 lasts, that therefore the vessels belonging to Dantzic constituted nearly nineteen per cent. of this total.

The tonnage of the shipping shows an increase of 2,782 Prussian lasts during the past year.

* 128 vessels with limestone, &c., are included under this heading.

Four sailing vessels belonging to Dantzic have been lost and two were sold in 1865.

Four have been purchased and eleven have been constructed during the same period.

Thus giving an increase in the number of sailing vessels, or a total of 138 as the result at the termination of the past year.

Nine sailing vessels are now upon the stocks, varying from 160 to 450 lasts burden.

The Prussian registered last mentioned in these Returns is equal to 4,000 Prussian pounds, or

One last = 1·9684 ton avoirdupois, but the normal or measure shipping last is about one and a-half of our register ton.

The Dantzic sailing vessels have, therefore, an average burden of 435 English tons. They are sea-going vessels employed chiefly in foreign parts, they also carry timber from this port to different countries, but are not in general employed for the conveyance of grain.

Wheat cargoes are sent from here either in steamers or in the better class of small sailing vessels, the latter are preferred by those merchants who carry on a direct business with British millers, preferring their inferior size with a view to avoid the mixing of the wheat shipped by them with that of other parties, as they are in the habit of supplying their customers with wheat of very superior quality.

Freights in 1865.—Coals per keel from Newcastle to Dantzic, to be delivered in town, 6*l.* to 7*l.* 10*s.*; wheat per quarter of 500 pounds weight, to London, 2*s.* to 4*s.* 6*d.*; to Liverpool and Ireland 3*s.* 3*d.* to 5*s.*; to the east coast of England and Scotland 1*s.* 6*d.* to 4*s.* 6*d.*; to the coal ports 1*s.* 6*d.* to 3*s.* 9*d.* Timber, per load of fir or oak of 56 cubic feet, to London 16*s.* 6*d.* to 19*s.* 6*d.*; to London and Ireland 17*s.* to 22*s.*; east coast and Scotland 13*s.* to 24*s.*; to the coal ports 11*s.* to 13*s.* 6*d.*

Fluvial Navigation.—The navigation of the Vistula was by no means favourable after the month of June, during the month of August there was a temporary increase in the depth of water in that river. In the course of the year 167 steamers and 4,145 barges arrived at Dantzic by the Vistula.

The freights were from 30*s.* to 66*s.* in English money per last from the Upper Vistula and its tributaries, and 21*s.* to 51*s.* from the Lower Vistula.

The freight for goods sent up the river varied from 12*s.* to 18*s.* per Prussian centner to places situated on the Lower Vistula, and from 15*s.* to 30*s.* to Warsaw.

TRADE AND COMMERCE.

It will be seen by the following figures and Tables that the exports of grain from Dantzic have been very large, whilst those of timber amounted to an average quantity.

The imports of various goods show a considerable increase, owing partly to the increased demands of Polish consumers and partly to the reductions of the new Prussian tariff which came into operation on the 1st of July, 1865.

Exports.

Timber.—The following Table shows the quantities of all kinds of timber exported by sea from Dantzic in 1865, the value thereof in Prussian thalers, and the quantity of stock on the 31st December, 1865:—

	Quantity.	Value.	Stock.
		Thalers.	
Pieces of full sized square Fir }	253,067	1,940,200	351,485
" small sized square Fir. }			
Fir Deck Deals	339,513	565,800	..
Masts, Spars, Bowsprits	866	43,300	..
Fathoms and Lathwood	3,613	65,000	..
Oak Planks.	88,413	147,400	..
Pieces of Oak Crooks	52,008	390,000	72,403
Oak Planks, 1st Brack	7,656	72,600	14,998
" 2nd Brack	16,946	99,600	12,305
Sleepers and Sleeper Logs	1,111,952	889,600	..
Shocks of Oak Staves	27,441	459,000	11,366
Other quantities	..	15,500	..
Total	..	4,688,000	..

The following quantities of each kind of timber were exported from Dantzig by sea in 1865 to the United Kingdom :—

Fir :—	Pieces.
Square Fir Timber	179,235
Ditto small sized	11,974
Deck Deals	53,449
Fathoms	3,607
Masts	26
Spars	108
Sleepers	377,345
Oak :—	
Oak Planks	29,897
" Crooks	27,413
	Shocks.
Staves.	10,571

The total value of the timber exported to the United Kingdom is estimated at 2,660,000 Prussian thalers.

Grain.—The following Table shows the quantities of various kinds of grain in Prussian lasts, on the 31st of December of the last seven years in stock in the granaries at Dantzig :—

	Wheat.	Rye.	Barley.	Oats.	Peas.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
1859	6,450	1,670	560	420	570
1860	4,840	923	752	106	942
1861	6,067	1,374	701	116	790
1862	11,070	1,810	370	80	1,060
1863	14,940	2,060	350	100	460
1864	20,100	2,190	350	80	150
1865	13,300	1,690	280	120	360

The arrivals of various kinds of grain were estimated approximatively as follows :—

	Wheat.	Rye.	Barley.	Oats.	Peas.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
From Poland	39,800	18,000	..	..	..
From this Country	28,552	10,849	6,249	1,883	4,324
Stock at the end of 1865	20,100	2,190	350	80	150
Total	88,452	31,039	6,599	1,963	4,474
Exported by Sea in 1865	72,305	24,595	3,347	..	3,655
Exported Inland	647	474	112	36	19
Local Consumption	1,500	4,000	2,800	1,800	400
Waste	700	280	60	7	40
Stock at the end of 1865	13,300	1,690	280	120	360
Total	88,452	31,039	6,599	1,963	4,474

All the above figures are given in Prussian lasts of sixty scheffels, but as the grain exported is calculated at $56\frac{1}{2}$ scheffels to a last, the grain exported by sea in 1865 amounted to—

	Lasts.
Wheat	76,840
Rye	26,143
Barley	3,576
Oats	..
Peas	3,887

shipped as follows to the different countries:—

To	Wheat.	Rye.	Barley.	Peas.	Total.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
The United Kingdom	67,793	817	2,650	3,202	74,463
Belgium	1,306	..	64	..	1,370
Denmark	47	253	..	22	322
Holland	6,579	3,184	391	122	10,276
Sweden and Norway	416	13,049	148	359	13,972
Other German Ports	699	8,840	323	181	10,043
Total	76,840	25,143	3,576	3,887	110,446

A glance at the above Table is sufficient to show the importance of the wheat trade between Dantzic and Great Britain. I have entered so fully into this subject in my report for 1864 that it will be sufficient to notice this time that the quantity of wheat exported from this port for our home consumption is steadily increasing.

During the fifteen years, since the abolition of the sliding scale in England, if we omit the years 1855 and 1856, when the trade in corn was fettered by Russia, owing to the Crimean war, we find that 7,000,000 quarters of wheat were exported from Dantzic; if we take, however, only the last five years we find the average annual exports to have amounted to 569,720 quarters.

As regards the exports for our home consumption,—the average quantity exported during the last five years was 558,000 quarters, whilst it had not surpassed 400,000 on an average during five former years from 1853 to 1859. In 1864 it amounted to 558,400 imperial quarters, and in 1865 it rose to 728,876 quarters, or 170,000 above the average of the preceding six years.

A considerable trade in rye is carried on between Dantzic and other Northern German Ports, as also with Sweden and Norway.

The quantity of barley shipped from here for England in 1865 was 28,487 quarters, and 34,430 quarters peas.

The value of all the grain exported by sea, including wheat, was estimated at 14,861,800 Prussian thalers, or 2,229,270*l.* sterling.

Oilseeds.—Whilst the trade in wheat continued to show great activity during 1865, the deficiency of the crop of rapeseed caused a considerable decrease in the export of that article, and likewise of other oilseeds.

The arrivals of these at Dantzic consisted of only 1,321 Prussian lasts, viz., 224 lasts of linseed, and 1,097 lasts of rapeseed.

Fortunately there remained at the end of 1864 a stock of 1,900 lasts of oleaginous seeds.

Thus giving a total of 3,221 lasts.

Of these 800 were consumed in the local oil-mills, and about 650 lasts in the country, whilst 1,758 lasts were exported by sea, against 6,686 lasts in the previous year. There is no stock of rape left, but the prospect of an abundant harvest during the present year is entertained.

The exports of oilseeds by sea were to the following countries :—

	Lasts.
To Belgium	500
Denmark	33
England	427
France	205
Holland	122
Prussian Ports	381
Sweden	90
Total	<u>1,758</u>

The value of the oilseeds exported, which had amounted to 1,332,400 thalers in 1864, was only 425,400 thalers last year.

The value of all kinds of grain and oilseeds shipped from Dantzic to various ports in the United Kingdom is, according to this estimation, nearly 11,000,000 Prussian thalers.

Of the other articles of export by sea, the following have to be noticed. To Great Britain, 3,208 Prussian centals of oil in casks, 3,865 Prussian centals of oilcake, 13,400 Prussian centals of bones, 24,000 barrels of spruce beer.

The value of the above articles is estimated at 135,450 Prussian thalers.

Pork.—The value of the pickled pork prepared here for the use of the Victualling Department of Her Majesty's Navy, is stated at 22,500*l.*, and the quantities have been returned as follows. 758 tierces of 320 lbs., 830 barrels of 208 lbs., 3,261 barrels of 200 lbs., and 220 kegs at 28 lbs.

Moreover, 724 cwt. of bacon, and 270 cwt. of hams have been included in this contract.

Amber.—Amber constitutes an important article of trade on this coast, and it is exported, both in pieces and worked, to Austria, France, and the East. This trade is completely in the hands of a few families, and no reliable data can be obtained as to its extent and value.

No other article deserving of particular notice is exported from here. The value of the above exports gives the following results :—

APPROXIMATE estimated Value of the totals of the principal articles exported by sea from Dantzig.

	Average Value of three Years 1861-3.	1864.	1865.
	Thalers.	Thalers.	Thalers.
Wheat	13,092,538	8,332,400	11,517,600
Other Grain	5,669,378	2,837,370	3,344,160
Oilseeds	609,354	1,332,400	425,400
Timber (all kinds)	5,480,000	3,555,000	4,688,400
Oil (in casks)	98,360	182,160	48,120
Oilcake	23,197	39,993	9,662
Bones	21,333	20,000	21,668
Pickled Pork	95,000	125,000	56,000
Spruce Beer	55,840	65,500	150,000
All other Articles	200,000	204,240	91,390
Total	25,345,000	16,694,063	20,352,400

The articles exported by sea to the United Kingdom in 1865 were estimated in £ sterling as follows :—

Grain	£1,650,000
Timber	400,000
All other Articles	52,000
Total	£2,102,000

whilst the total value of all articles exported by sea to all countries in that year was estimated at three millions sterling. Though this sum is below the value recorded in former years, when we consider that the prices of wheat were lower in 1865, it is evident that the past year may be referred to as one of increased activity in this respect.

The amount of business done in timber has been somewhat less, which may be accounted for easily, when we consider that the Polish forests, within a reasonable distance of fluvial communications, are gradually becoming exhausted of prime qualities.

It is, however, possible that railways, when constructed in that country, may render other forests accessible, where at present the best material is wasted for want of means to convey it at a reasonable price to the riverside, and that such a result may increase the supplies of timber brought for exportation to this port. I understand that such has been the benefit derived from new railway communications at the port of Riga, and in ports on the coast of Sweden.

On the other hand the exports of grain and other agricultural produce are sure to be increasing at Dantzig as improvements in agriculture develop the capacity for production of those provinces which supply them here ; for as regards a demand for them in other countries, for wheat especially, its superior quality is sure to secure to Polish wheat, at all times, willing purchasers in the British markets.

The only kind of meat exported from here is pickled pork, the demand for that peculiar kind of beer called spruce beer is but small, and the supplies of bones or oilcakes are limited.

Imports.

Coals.—The average quantity imported annually in 1861-3 amounted to 2,036,345 centals ; in 1864 to 2,236,484 centals ; and during the past year to 2,654,420 centals. The entire quantity was imported from North British ports.

Salt.—The annual average importation in 1861-3 amounted to 8,142 lasts; in 1864 to 5,572 lasts; and during the past year to 10,336 lasts. The entire quantity was imported from England.

The following Tables show the importations by sea during 1865 and some previous years, also the countries from which these were imported.

TABLE I, Goods rated by Weight in Prussian Centals, with the exception of Herrings. These are rated in Barrels.

	Annual Average Importation, 1861-3.	In 1864.	In 1865.	In 1865 from	
				Great Britain.	Other Principal Importing Countries.
Cotton, raw, centals ...	3,278	1,260	5,064	5,064	Nil.
Coffee " ...	27,423	27,801	36,917	20,846	{ 8,388, Holland. 4,867, France. 2,292, Hamburg.
Drugs " ...	3,220	9,614	11,359	7,857	1,530, Hamburg.
Dyes " ...	not stated.	3,009	4,553	785	3,168, Hamburg.
Fruit, fresh " ...	"	4,836	7,502	1,914	{ 3,282, Italy. 1,033, Spain.
Herrings, barrels ...	98,114	81,024	87,768	42,842	43,033, Norway, barrels.
Hides, raw, centals ...	5,966	3,821	12,405	10,537	1,216, Belgium.
Potash " ...	4,696	4,514	6,628	20	6,608, Russia.
Rice " ...	15,764	14,656	14,922	5,091	9,066, Hamburg.
Soda " ...	29,380	36,924	51,691	51,276	
Saltpetre " ...	33	60	570	Nil.	{ 241, Hamburg. 241, Holland.
Spices " ...	5,081	5,869	9,131	7,758	991, Hamburg.
Sugar " ...	1,463	56	1,492	Nil.	1,386, Holland.
" Molasses, centals ...	5,868	4,598	7,068	3,573	2,629, Hamburg.
Sulphur " ...	5,378	47	2,552	1,519	914, Italy.
Tea " ...	670	2,496	1,705	1,647	
Tobacco and Cigars, centals ...	not stated.	2,027	2,865	103	1,570, Hamburg.

TABLE II, showing the different Mineral production and Hardware imported by sea in 1865. Rated by Weight in Prussian Centals.

	Annual Average Importation, 1861-3.	In 1864.	In 1865.	In 1865 from	
				Great Britain.	Other Principal Importing Countries.
Copper ...	Centals. 17,94	Centals. 1,729	Centals. 2,230	Centals. 1,609	Centals. 404, Holland.
Iron, old... }	165,252 }	44,418	28,782	Nil.	{ 10,005, Holland. 11,282, Denmark. 7,495, Germany.
" Pig... }					
" Wrought ...	97,172	70,632	76,902	76,834	Remainder German.
" Rails ...	142,763	55,089	60,725	19,442	9,085, Belgium.
Lead, Pig ...	2,317	890	2,607	2,464	
Steel ...	10,775	5,995	8,611	3,119	4,073, Sweden.
Copper Wares ...	450	553	460	435	
Lead Wares ...	629	174	1,396	1,062	334, German.
Tin Blocks ...	Not stated.	484	621	129	472, Holland.
" Plates ...	5,169	4,855	6,841	4,691	2,150, Prussian.
Hardware ...	103,546	23,521	126,311	69,962	6,638, Belgium.

Almost all the remainder of the Imported Hardware is of German production.

TABLE III, Liquids Imported by Sea at Dantzic in 1865, with names of the principal Importing Countries. Rated in Prussian Centals.

	Annual Average Importation, 1861-63.	In 1864.	In 1865.	In 1865 from	
				Great Britain.	Other principal Importing Countries.
Beer and Porter ...	Centals. 5,118	Centals. 6,174	Centals. 7,497	Centals. 7,261	Centals.
Brandies... }	2,628	2,272	3,004	641	{ 1,356, Hamburg. 353, France. 490, Holland.
Olive and Palm Oils ... }					
Common Oils ... }	9,737	10,653	{ 7,384 7,475	8,975	3,640, Spain.
Petroleum ... }	Not stated.	3,558	4,208		2,844, Belgium.
Pitch and Tar ...	17,543	10,308	17,221	13,045	
Rosin ...	3,370	2,562	4,767	423	{ 1,932, Belgium. 865, France. 415, Hamburg.
Wine ...	14,875	8,748	23,021	543	{ 18,548, France. 1,002, Hamburg.

TABLE IV, showing the Importations of Miscellaneous Articles Imported at Dantzic in 1865, as compared to some previous years, also the Countries whence these were imported in Prussian Centals.

	Annual Average Importation, 1861-63.	In 1864.	In 1865.	In 1865 from	
				Great Britain.	Other principal Importing Countries.
	Centals.	Centals.	Centals.	Centals.	Centals.
Alum	1,947	3,895	4,954	3,747	{ 625, Hamburg. 423, Belgium. 166, Hamburg.
Canvass Packcloth	615	612	834	418	...
Cocoa	227	90	341	139	...
Cement	Not stated.	72,157	26,340	97,701	26,329, France.
Clay Chalk and Lime			119,882		
Cheese,	622	481	910	38	752, Holland.
Chicory, dried	None.	None.	1,469	None.	1,469, Belgium.
Cotton Twist and Goods	188	40	{ 41 96	{ 39 46	{ (by Railway, pro- bably of English origin. 135, German origin. 40, Norway.
Earthenware and Crockery	804	514	411	255	{ 1,063, Prussian. 550, Belgium. 7,785, Hamburg.
Fish, salted	485	440	111	28	...
Glass	1,270	1,959	2,582	783	...
Guano	1,668	1,601	11,024	2,331	418, German manufacture
Mats	1,954	942	701	620	1,183, Denmark.
Paper	395	114	451	21	879, Prussian origin.
Train Oil	1,868	1,838	3,118	901	...
White Lead	403	467	1,228	349	...
Red Lead	2,293	718	2,827	2,041	...
Vinegar	...	15	40	None.	38, France.
Vitriol, Sulphate of Copper	...	39	111	103	...
" " Iron	...	505	631	631	...
Woolens	81	40	220	134	{ Remainder imported from Abroad by Land.

The following Table shows the values in Prussian thalers of the above imports:—

	In 1864.	In 1865.	Imports from United Kingdom in 1865.
	Thalers.	Thalers.	Thalers.
Coals	545,400	670,921	670,921
Salt	74,436	134,368	134,368
Goods enumerated in Table I	2,430,170	3,252,161	2,051,125
" " II	642,809	1,312,860	651,403
" " III	512,597	812,444	212,183
" " IV	171,159	378,176	220,000
Total	4,376,571	6,560,930	3,940,000

N.B.—The value given in the above Tables as those for goods enumerated under Table IV, include all other miscellaneous goods not specially mentioned.

The estimated value, therefore, of the total Dantzic trade in 1865 in Prussian thalers, and their equivalents (at par) in sterling, was as follows:—

	Thalers.	£
Exports	20,352,408	3,052,861
Imports	6,560,930	984,139
Total	26,913,338	4,037,000

A comparison of the totals of exports and imports with those of previous years gives the following results:—

As regards the value of imports it was estimated at an average of 818,986*l.* for one year during the years 1861-3, at 656,470 in 1864, and 984,139*l.* during the past year.

As regards the value of the total of the exports it was estimated at an average of 3,831,766 annually during the three years 1861-63, at the sum of 2,504,109*l.* in 1864, and at 3,052,861*l.* during the past year.

The value of the exports to the United Kingdom alone, which had been estimated at an annual average of 2,197,896*l.* in 1861-63, and in 1864 at the sum of 1,716,744*l.*, appears to have been 2,102,000*l.* during the past year.

The imports from the United Kingdom during the same period have been estimated at 410,000*l.* annually on an average during 1861-63 at 367,000*l.* in 1864, and at the sum of 591,000*l.* during the past year, showing an increase of nearly forty-eight per cent. in the value of the goods imported here by sea from England.

As the export trade of Dantzic is regulated by the quantities of produce supplied by the Valley of the Vistula and by Russian and Austrian Poland, so its import trade by sea depends chiefly on the demand for foreign goods on the part of the Polish consumer, who is supplied with them to a considerable extent at this port.

With a view to see how far the Dantzic import trade is affected by the demand for goods for Poland it would be necessary to know what portion of these comes here on Polish account, and this can only be partly known from the official statistics which come to the knowledge of the public.

Very often the Polish importer prefers to pay the Prussian duty as if importing the goods for home consumption, and then to smuggle them across the Polish frontier afterwards, instead of saving the "Zollverein" duty and being allowed to convey them through the Prussian dominions in transit.

The following figures, derived from Prussian Custom-house sources, refer only to goods conveyed hence to Poland according to this last description.

From Tables given in a preceding portion of this Report we have seen that 2,654,420 centals of coals were imported in 1865—these are equal to 131,070 English tons.

Of these about 80,000 tons were re-exported to Poland, against 55,000 in the year 1864.

Salt is a monopoly both in Prussia and in Poland, the imports have been, therefore, exclusively made on account of the Prussian authorities.

Most of the raw cotton bought here is on Polish account.

Of 89,114 barrels of herrings imported in 1865, 49,303 barrels have been forwarded to Poland.

Of the other goods mentioned in this Report the following have been conveyed direct to Poland.

The quantities are all stated in Prussian centals.

Miscellaneous Goods—	Centals.
Allum	3,570
Cocoa	242
Coffee	7,070
Chicory, dried	1,169
Drugs	4,786
Fruit	1,848
Hides, raw	6,865
Red Lead	346
White Lead	1,892
Rice	5,495
Soda	38,384
Spices	5,266
Sugar	1,331
Molasses.. .. .	394
Tea	1,357
Tobacco	186
Train Oil	1,415
Vitriol	79

Fluids—						Centals.
Beer	..	..	..	..	..	5,861
Brandy, &c.	..	..	..	..	..	1,213
Oils	..	..	..	..	..	5,255
Pitch and Tar	..	..	..	..	..	470
Wine	..	..	..	..	..	14,642
Minerals—						
Copper	..	..	..	..	..	1,120
Iron, Pig	..	..	..	..	..	23,433
„ Rails	..	..	..	..	..	157,283
Lead	..	..	..	..	..	902
„ Wares	..	..	..	..	..	808
Steel	..	..	..	..	..	6,090
Tin Plates	..	..	..	..	..	4,897
Hardware.	..	..	..	..	..	56,846
Manufactured Articles—						
Cheese	..	..	..	..	..	96
Cotton Goods	..	..	..	..	..	29
Glass	..	..	..	..	..	568
Mats	..	..	..	..	..	20
Paper	..	..	..	..	..	9

No record can by any possibility be kept of the quantity of goods which are intended for the purpose of being smuggled across the Russian frontier, and are imported here with that view.

Weights and Measures.

1 Last of 40 Centals	=	1·9684 ton.
1 Measured or Shipping Last	=	1½ Register Ton.
1 Prussian Cental (Centner)	=	110·23117 pounds Avoirdupois.
1 Imperial Quarter	=	5·29064 Prussian Scheffels.
1 Last of Grain	=	{ 60 Scheffels imported grain. 56½ Scheffels exported grain.
1 Prussian Thaler	=	30 Silbergroschen = 3s. at par.
1 Pound Sterling	=	200 Silbergroschen at par.

The average exchange during the year 1865 at Dantzic, was 202 silbergroschen per pound sterling on bills on London at three months.

The harvest, both in this province and in Poland, turned out most unfavourably in 1865, in consequence of heavy rains at harvesting time, causing much to sprout. Weight of corn unusually light, down to 82 pounds per bushel, and the entire quantity of corn expected to be delivered at this port estimated at an average of 30 per cent. less.

The following Table shows the estimated crop in 1865 of the principal kinds of grain in Prussian scheffels per Prussian morgen in the province of West Prussia.

The Prussian morgen is equal to 0·63 of an English acre.

The scheffel is equal to 1·512 of an English bushel.

	Dantzic District.			Marienwerder District.		
	Crop per Morgen, 1865.	Average Crop.	Per Cent of average Crop.	Crop per Morgen, 1865.	Average Crop.	Per Cent of average Crop.
	Scheffel.	Scheffel.		Scheffel.	Scheffel.	
Wheat	8·21	10·18	0·81	7·32	8·77	0·83
Barley	12·33	12·71	0·97	10·48	9·81	1·07
Oats	11·08	10·06	1·1	9·83	11·61	0·85
Peas	6·40	7·50	0·85	6·61	6·32	1·04
Rapeseed.. ..	4·19	9·55	0·44	3·00	6·20	0·48

The average prices of grain and rapeseed were as follows during the year 1865, per imperial quarter in sterling money at par :—

	£	s.	d.	
Wheat	1	18	6	per Quarter
Barley	0	19	0	„
Oats	0	16	0	„
Peas	1	7	0	„
Rapeseed . .	3	4	0	„

POPULATION.

The population of the province of West Prussia, which had been returned as 1,188,401 in the census of 1861, and is, according to the last census taken in 1864, including 19,747 soldiers, 1,223,119.

The population of the city of Dantzig, including the port, is, according to the census of 1864, 90,334.

This figure includes 12,203 soldiers.

Of the civil population alone there died in 1864, 2,600 persons, and in 1865 2,968, giving a percentage of 3.61 and 3.93 respectively.

PUBLIC WORKS.

Unfortunately the projected sewage of the city and waterworks, notwithstanding the praiseworthy zeal displayed on behalf of this undertaking by Herr von Winter, the Chief Bürgermeister of this city, and several members of the Corporation, have not been approved of by the Municipality, and the only public works in course of construction is the railway which is to connect this city with its port at Neufahrwasser, and to which I had the honour to refer in my last year's Report.

The works on this railway are progressing slowly, and it is to be regretted that the bridges and tunnels are constructed only for a single line, whilst it is hoped that a double line of rails may some day become desirable.

Dantzig, August 25, 1866.

RUSSIA.

POLAND.

Report by Lieutenant-Colonel Mansfield on the Trade and Commerce of the Kingdom of Poland for the Year 1865.

THE trades, industries, agricultural and commercial movements in the kingdom of Poland, during the year 1865, show an improvement over the returns of the previous year ; but the prosperity of the country is very far behind what it attained before the outbreak of the insurrection. The present condition of the commercial and agricultural interests in Poland is not, however, to be laid wholly to the charge of the insurrection, but is mainly due to the great and important social reforms which have been initiated during the last two years—changes which, although certain ultimately to be of the greatest service to the country, cannot but fail at the commencement to cause great embarrassment in every class. Great, however, as the check has been to all commercial movement in Poland, owing to the above measures, the condition of the kingdom in this respect is in every way more encouraging than that of the rest of the empire ; and there can be no doubt that the resuscitation of commercial and agricultural prosperity in Poland will long precede that in the rest of the empire of Russia.

As in the report of the last year, it has, to my great regret, been quite impossible to maintain any great symmetry in the following returns. In this country all such information is given as a matter of favour, and the persons furnishing such information, with the best intention, are often led into error.

Navigation.—The state of the Polish waters during the year 1865 was unusually favourable for navigation, and all the rivers were open early in March. The great heat in the month of May caused the snows in the Carpathians to melt some weeks earlier than usual, while the heavy rains in the month of August again contributed an unusual supply of water in the Polish rivers.

The Commercial Gazette of Warsaw states, with regard to the navigation, “ The navigation of the Polish waters opened the 15th of April, and closed the last days of November. The low state of the water interrupted the navigation to a considerable extent. Persons who shipped corn to Dantzic in the first months made large profits by the high price at that town ; but later, the prices rose in the kingdom of Poland in consequence of the bad crops of the preceding year, so that merchants who had their corn already in Dantzic were obliged to bring it back to Poland, where the prices were much higher.”

EXPORTS by Water.

Grain.

Wheat	..	..	..	..	..	39,000 lasts.
Rye	..	..	..	..	..	21,800 „
Linseed	..	..	..	..	..	770 „
Rape	..	..	..	..	..	88 „
Peas	..	..	..	..	..	170 „
Barley	..	..	..	..	..	45 „

Timber.

Oak Beams	..	..	..	..	..	66,800
Pine ditto	..	..	..	..	..	558,200
Oak Planks and Sleepers	..	..	..	..	..	82,660
Oak Staves	..	..	..	..	..	8,800

Besides flax, oil, wool, bark of trees, rags, &c., the quantities of which are not stated.

The following Table shows the average depth of water in the Vistula for each month of the year 1865:—

			Ft.	In.				Ft.	In.
January	..	..	5	9·30	July..	..	..	1	11·00
February	..	..	4	6·89	August	..	..	3	1·64
March	..	..	6	4·29	September	..	..	1	10·85
April	..	..	10	5·33	October	..	..	1	5·87
May	..	..	3	1·00	November	..	..	2	1·93
June	..	..	2	8·30	December	..	..	2	5·19

The greatest recorded depth having been 13 feet 4 inches in the month of April; the least, 1 foot 4 inches in October.

The average depth of water in the Vistula, for the year 1865, was 3 feet 9·839 inches.

Freight.—The charges for freight for corn on the Vistula, in gabars boats towed by the Warsaw Steam Navigation Company, were as follows:—From Zawichost to Dantzig, 30 roubles; from Pielawy and Kazimierz, 22 roubles 50 kopecks; from Warsaw, 10 roubles 50 kopecks. The charges for freight on other sailing boats was about 15 kopecks per korzee less. The rates of freight up the river from Warsaw to Dantzig, for coal or iron, vary from 12 to 16 roubles per last of 40 cwt. English.

The insurance charged on grain and other goods amounted to—from Zawichost to Dantzig, $1\frac{2}{5}$ per cent.; from Pulawy and Kazimierz, $1\frac{1}{2}$ per cent.; from Warsaw, 1 per cent. The insurance on goods transported on rafts is considerably higher.

NUMBER of Vessels with Cargoes, *via* the Custom-house District of Kalish.

			ENTERED.		CLEARED.	
			1863.	1864.	1863.	1864.
Nieszawa	..	..	496	816	2,002	4,389
Pyzdry	..	..	196	127	119	185
Total	..	..	692	943	2,121	4,574

The total number of goods insured in the past year amounted to—

						Roubles.
By water	..	..	..	..	..	1,260,300
By land	..	..	..	..	..	3,809,700
Total	..	..	..	..	..	5,070,000

The compensation paid by the insurance on loss and damage on the water communication amounted to 11,433 roubles, showing a decrease from last year of 31,007 roubles.

Up to this date little information can be obtained respecting the exports and imports for the kingdom of Poland for the year 1865. As, however, in the last report, no returns of this nature were given for the year 1864, such returns figure in the present report.

TRADE AND COMMERCE.

TABLE 1.—Exports from the Kingdom of Poland during 1863 and 1864.

Articles.	1863.	1864.	1864. Increase.	1864. Decrease.
	Roubles.	Roubles.	Roubles.	Roubles.
Corn	7,959,459	7,159,283	..	800,176
Hemp and Flax	233,875	755,427	521,552	..
Wool	2,505,115	3,414,638	909,523	..
Oil Seeds	155,417	278,301	122,884	..
Bristles	39,705	133,807	106,102	..
Hides	6,792	77,608	70,816	..
Timber	2,054,309	2,780,099	725,790	..
Tar	2,172	..	..	..
Rags	55,109	..	..	..
Horses and Cattle	155,825	185,144	29,319	..
Caviar	73,365	82,868	9,503	..
Turpentine	237,367	357,600	120,253	..
Tallow	24,030	81,825	57,795	..
Coin and Paper Money	24,216,945	22,127,157	..	2,089,788
Miscellaneous	1,667,424	3,980,322	2,312,898	..
Total	39,386,909	41,414,079	2,097,470	..
Comparison :—				
Exports	39,386,809	41,414,079	..	..
Imports	39,096,296	38,601,270	..	..
Increase in Exports	290,513	2,812,809	..	..

TABLE 2.—Imports of the Kingdom of Poland during 1863 and 1864.

Articles.	1863.	1864.	1864. Increase.	1864. Decrease.
	Roubles.	Roubles.	Roubles.	Roubles.
Silk Stuffs	1,106,533	1,379,418	262,885	..
Ditto, Raw	1,807,343	1,678,664	..	128,679
Woolens	1,054,342	1,521,110	472,768	..
Wool, Spun	509,739	1,080,526	570,787	..
Cotton Stuffs	646,302	954,593	308,291	..
Ditto, Spun	360,979	3,453,647	3,092,668	..
Flax Stuffs	745,664	1,059,167	313,503	..
Ditto, Spun	62,837	51,995	..	10,842
Cotton, Raw	1,297,510	1,135,449	..	162,061
Wine	110,512	140,832	30,320	..
Rum and Foreign Brandy	16,043	12,130	..	3,913
Ale and Porter	32,363	52,786	20,423	..
Colours	360,116	732,301	372,185	..
Coffee	20,159	41,600	21,441	..
Groceries	151,088	50,430	..	100,658
Sugar	497,235	200,716	..	296,519
Oils	81,683	183,328	101,645	..
Cheese	4,592	4,030	..	562
Tobacco and Snuff	210,496	98,785	..	111,711
Herrings	573,463	466,645	..	126,818
Machinery	1,559,238	1,079,090	..	480,148
Tea	3,502,681	3,365,925	..	136,755
Drugs	525,736	94,418	..	431,318
Coin and Paper Money	13,490,372	9,664,104	..	3,826,268
Salt	1,129,336	1,335,466	205,630	..
Miscellaneous	9,239,704	8,784,114	..	455,590
Total	39,096,296	38,601,270	..	495,026

The following Table shows a return of the imports and exports for the years 1864 and 1865.

					1864.	1865.	Increase.
					Roubles.	Roubles.	Roubles.
Goods	{	Imports..	..	..	28,937,164	32,928,373	3,991,209
		Exports..	..	..	19,286,922	23,692,807	4,405,885
		Increase of imports	..	..	..	9,235,566	..
Coin	{	Imports..	..	..	9,664,105	11,736,486	2,092,384
		Exports..	..	..	22,127,157	23,420,071	1,292,914
		Increase in exports	..	..	..	11,683,585	..

Total commercial balance amounts to, in 1864, 80,015,349 roubles; in 1865, 91,777,737 roubles, showing an increase in 1865 of 11,762,388 roubles.

These ciphers contain the Russian transit, particularly *viâ* the custom-house Wierzboldowo.

The following commerce was carried on in detail.

					1864.	1865.	Comparison.
					Roubles.	Roubles.	Roubles.
With Russia, coin included	{	Imports..	..	..	36,170,465	42,204,071	6,033,606
		Exports..	..	..	40,667,385	46,455,409	5,788,024
		Increase in exports	..	..	..	4,251,338	..
With Austria, coin included	{	Imports..	..	..	2,430,805	2,460,788	29,983
		Exports..	..	..	746,694	657,469	89,225
		Increase in imports	..	..	..	1,803,319	..

The following were the chief articles of commerce :—

Imports.

Russia.—Cotton, raw and spun, cotton stuffs, silk, raw and spun, woollens, tea, groceries, machinery, metals, fish, coin.

Austria.—Timber, fruit, salt, wine, groceries, linen, metal, coin.

Exports.

Russia.—Cattle, wood, zinc, corn, wool, hides, oil seed, coin.

Austria.—Wood, cattle, wool, corn, bristles, feathers, ironwares.

INTERNAL TRADE OF POLAND.

TABLE 3.—INTERNAL trade of the Kingdom of Poland for the year 1863-64.

Locality.	SUPPLIED.			
	1863.	1864.	1864.	1864.
	Roubles.	Roubles.	Increase.	Decrease.
Government of Warsaw	2,417,239	2,701,240	283,591	..
„ Radom	777,342	1,095,100	317,750	..
„ Lublin	1,325,600	2,070,350	744,750	..
„ Plock	660,158	689,276	29,118	..
„ Augustov	609,377	606,393	..	2,984
Total	5,789,766	7,162,359	1,372,225	2,984
SOLD.				
Government of Warsaw	1,457,404	1,703,141	245,737	..
„ Radom	664,189	940,770	276,581	..
„ Lublin	833,390	1,512,500	679,110	..
„ Plock	287,331	318,143	30,812	..
„ Augustov	361,987	245,749	..	56,233
Total	3,544,296	4,820,303	1,176,007	56,233

The internal commerce of the kingdom is carried on weekly or monthly at fairs in the greater towns, the principal of which are the following: Leczno, Lowicz, Widawa, Zgierz, Zdunska, Wola, Kaluszyn, Skaryszew, Jedrzejow, Ciechanow, etc.

The following table shows the total returns of the fairs in the kingdom.

	1864.	1865.	Comparison.
	Roubles.	Roubles.	Roubles.
Goods brought for sale	7,003,859	7,428,640	424,781
„ Sold	4,720,303	4,694,436	25,867

Budget.—The budget for the kingdom for the years 1865 and 1866 gives the total estimated income at 22,342,446 roubles, the expenditure being estimated at 22,266,145 roubles, showing a surplus of 76,301 roubles, which sum is to be devoted to the construction of roads, etc.

Credit Foncier.—The report of the Landed Bank (Credit Foncier) for the year 1865 gives the following return:—

The total amount of loans effected since the year 1853 is 76,394,490 roubles. Of this sum 10,268,895 roubles are secured on Government estates, the remainder, 66,125,595 roubles, on private property. The number of estates on which mortgages have been effected amounts to 375 Government estates, 6,191 private estates.

The account of this bank shows the following result:—

Dr.				Roubles.
Value of debentures in circulation	..	..	..	52,797,048
Cash for current expenses..	..	..	..	1,205,302
Loan from the bank	..	..	..	414,662
Funds for public works	..	..	..	1,613,569
Various deposits in the bank	..	..	..	9,122,112
Total				65,152,693
Cr.				Roubles.
Value of mortgages..	..	..	..	52,797,048
Arrears due to bank	..	..	..	2,982,065
Various arrears	..	..	..	195,441
Bonds purchased	..	..	..	1,775,780
Value of buildings..	..	..	..	515,080
Value of other property	..	..	..	39,084
Debentures, the property of, and held by, the bank	..	..	..	9,557,364
In cash to pay out	..	..	..	152,406
Total				68,014,268

Showing a balance in favour of the bank of 2,861,575 roubles.

The average exchange of the 15 rouble debentures for the past year was 13 roubles 59 kopecs.

By the report of the Bank of Poland for the year 1865 it appears that the

				Rs.	Kps.
Receipts amounted to	..	..	..	1,564,591	77½
Expenses	..	..	..	854,539	91½
Balance				710,051	86

The number of bank notes in circulation in the past year amounted to 10,000,000 roubles.

The fluctuations of the exchange was extremely moderate, and the rise and fall never otherwise than gradual.

Banking.—The following were the mean rates of exchange per pound sterling for each month of the year 1865 :—

				Rs.	Kop.					Rs.	Kop.
January	..	..	..	7	67	July	..	..	..	7	55
February	..	..	..	7	66	August	..	..	..	7	60
March	..	..	..	7	55	September	..	..	..	7	65
April	..	..	..	7	59	October	..	..	..	7	69
May	..	..	..	7	56	November	..	..	..	7	63
June	..	..	..	7	54	December	..	..	..	7	63

The highest was the 2nd January, 7 roubles 78 kopecs per pound sterling, the lowest, 21st of March, 7 roubles 48 kopecs per pound sterling. The average exchange for the year having been 7 roubles 61 kopecs.

WEIGHTS AND MEASURES.

The equivalents in English measures for the various weights and measures employed in this report are as follows :—

1 Pond of 40 Polish pounds	=	36 · 4 pounds, English.
1 Last of grain	11 · $\frac{3}{8}$	quarters.
1 Chetvert	5 · 77	bushels.
1 Korzec	3 · 5	"
1 Vlock	41 · 48	acres.
1 Verst	1,166	yards.
1 Arshin	28	inches.
1 Viedro	3 · 25	gallons.
1 Garnice	· 88	"
1 Klafter	216	cubic feet.

AGRICULTURE.

The arrangements connected with the peasant question being still in progress of execution, has been, and will be for some time to come, a cause of the greatest inconvenience and loss to the landowners of the kingdom of Poland, more especially to the proprietors of the larger estates.

The bad quality of the last harvest and the absence of forced labour were most disastrous to the farming interest ; and, as a large section of the population depend entirely upon the cultivation of the soil, a great and general distress has prevailed.

The agricultural classes are now pretty well alive to the fact that the old regime is at an end, and that henceforth they must depend upon their own energy, and call in the aid of science to make up for the deficiency of labour. Much attention is being given to manuring and draining, and even to pasture land an attention is being paid which was heretofore altogether unknown, and the farmers are now convinced that it will pay better to get heavier crops from a smaller area of land. Much greater progress could be made were there not such a total want of capital in the country, and the bad feeling of the peasants to the better class is another source of loss and difficulty.

The value of the grain brought to the fairs in Poland in 1865 was estimated at 7,428,640 roubles and sold for 4,694,436 roubles.

TABLE 4.—RETURN of Agricultural Produce in the Kingdom of Poland, 1864.

GRAIN SOWN.

Governments.	Wheat.	Rye.	Barley.	Oats.	Peas.	Buckwheat.	Millet.	Flax.	Rape.	Hemp.	Potatoes.
	Chetverts.*	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Chetverts.
Government of Warsaw	130,173	417,009	136,282	292,140	46,494	30,275	4,541	3,367	4,290	1,029	601,130
" Radom...	91,018	250,008	120,594	192,660	35,893	7,062	2,791	483	532	2,338	416,257
" Lublin...	89,715	327,148	105,841	222,991	32,233	59,853	2,794	3,168	1,851	2,151	301,108
" Plock ..	66,145	189,984	56,720	163,194	22,962	12,924	917	2,334	709	388	298,675
" Augustov	17,059	196,660	52,797	147,237	21,613	5,333	508	4,797	907	1,519	404,320
Total ..	394,110	1,380,859	472,234	1,018,228	159,195	115,448	11,731	14,149	8,289	10,425	2,021,490
GRAIN REAPED.											
Government of Warsaw	758,776	2,221,852	674,492	1,509,564	210,082	139,759	30,645	19,681	22,469	7,306	3,433,348
" Radom...	408,602	1,058,312	514,103	834,597	125,966	19,337	33,250	2,754	6,505	11,423	2,141,232
" Lublin...	422,838	1,431,383	490,808	932,943	126,974	182,075	13,480	11,894	10,040	20,194	1,486,871
" Plock ..	319,164	965,280	253,311	695,749	98,440	59,940	5,101	9,950	5,012	1,366	1,505,150
" Augustov	89,702	927,420	316,949	532,913	97,335	29,054	1,559	17,584	1,762	4,786	1,284,437
Total ..	1,999,182	6,604,247	2,249,668	4,505,766	658,817	430,163	84,085	61,861	45,788	45,075	9,851,038

* 1 Chetvert = 5.77 bushels.

TABLE 5.—Showing the Area and Description of Land in the Kingdom of Poland.

Governments.	Wheat.		Rye.		Meadows.		Pasture.		Gardens.		Forests.		Breaks.		Sands.		Marshes.		Water.		Ground under Buildings.		Total.
	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	Vlocks.	* Vlocks.	
Government of Warsaw	...	10,286	94,089	17,406	8,538	7,004	4,478	44,603	4,375	2,760	2,135	1,473	2,311	3,122	204,714								
" Radom	...	14,126	51,918	8,538	18,943	7,947	2,940	33,980	3,032	2,135	1,795	1,724	1,068	1,872	127,237								
" Lublin	...	16,949	65,504	8,538	18,943	7,947	3,711	46,795	4,224	1,795	1,795	3,146	1,670	1,955	172,239								
" Plock	...	8,761	35,537	7,539	4,890	3,838	1,914	18,862	2,260	1,169	1,138	1,138	1,017	1,295	84,382								
" Augustov	...	4,079	40,482	11,791	3,838	3,838	2,209	12,568	1,499	772	1,539	1,724	1,539	1,645	82,136								
Total in the whole Kingdom	...	63,201	287,530	64,117	34,330	14,852	156,808	15,390	8,631	8,205	7,605	9,889	670,708										

* 1 Vlock = 41.48 acres.

TABLE 6.—Live Stock in the Kingdom of Poland in 1863.

Locality.	Farm Stock.				Horses suitable for Riding and Driving.				Cattle.			First Quality Sheep.				Second Quality Sheep.			
	Horses.	Oxen.	Stallions.	Geldings.	Mares.	Foals.	Bulls.	Cows.	Calves.	Rams.	Ewes.	Rams.	Ewes.	Wethers.	Rams.	Ewes.	Wethers.	Rams.	Ewes.
Government of Warsaw	129,431	180,145	3,694	13,881	12,507	13,686	6,350	345,553	90,603	48,014	379,430	346,223	281,660	182,151					
" Radom	84,618	107,717	1,126	6,658	9,273	10,730	2,934	203,387	59,070	11,435	164,535	73,654	7,851	124,719					
" Lublin	80,127	129,130	1,285	8,267	9,590	8,196	3,172	283,212	80,590	26,394	190,022	119,178	27,365	215,490					
" Plock	66,265	66,965	1,101	3,505	4,950	6,552	3,075	181,509	46,611	6,746	69,398	39,142	13,109	93,479					
" Augustov	124,387	85,077	468	5,751	5,149	1,363	4,869	137,262	34,958	8,956	57,254	34,252	27,472	181,097					
Total	484,828	569,038	7,674	38,062	41,469	40,427	20,400	1,080,923	311,831	101,545	860,639	612,449	103,649	998,377					

The cattle insured in 1864 was estimated at 62,587,060 roubles ; the insurance paid is 30 kopecs per head.

Number of Cattle Insured.					
Bulls and oxen	..	..	..	..	501,183
Cows ..	..	..	..	..	1,200,402
					<u>326,384</u>
Total	..	..			<u>2,027,969</u>

	Compensation Paid.					Rs.
For bull or ox	..	..	..	..		40
Cow ..	..	..	..	..		30
Heifer or bullock	..	..	..	..		20
Calf ..	..	..	..	..		4

Compensation paid by the Board of Insurance on the loss of cattle amounted to 477,740 roubles, a decrease from last year of 104,781 roubles.

TABLE 7.—Return of the Cattle Disease in the Kingdom of Poland for 1865.

Locality.	Number of Districts infested.	Number of Districts where the pest was raging.	Number of Districts where the pest was suppressed.	Number of Dis- tricts where, at the end of the year, the pest was still raging.	Total amount of cattle at the raging of the pest.	Number of head of diseased.	Number of head that died.	Number of head slaughtered when diseased.	Number of head slaughtered on suspicion.	Number of head that recovered.
Government of Warsaw ..	5	44	36	8	5,882	510	256	249	702	5
" Lublin ..	8	33	30	3	7,025	683	304	368	883	11
" Radom ..	2	58	55	3	9,197	4,663	3,053	1,070	630	540
" Plock ..	3	22	20	2	3,581	965	289	673	524	3
" Augustov.	5	35	35	..	4,011	733	343	385	1,053	0
Total	23	192	176	16	29,696	7,554	4,250	2,745	3,792	559

Besides the above-mentioned fairs there are wool fairs, carried on exclusively in Warsaw, Kalisz, and Lublin; in 1865 the wool fair was only at Warsaw, as many of the proprietors had sold their wool before the fairs commenced.

	1864.	1865.	1865. Comparison.
Sellers No.	573	381	192
Produced Wool .. Pounds.	33,619 34	26,192 15	7,427 19

The prices were higher than last year, and the whole quantity sold—

The 1st Quality, called "Elect,"	from 97 to 108 Roubles per Centner.
" 2nd "	" Middling," 80 to 90 "
" 3rd "	" Coarse," 70 to 80 "

Of the whole quantity of wool supplied at the Warsaw fair no more than 2,500 pounds were exported abroad, and 4,500 pounds to Russia. The rest remained in the country.

The average prices in the Warsaw market were as follows. In almost every article there is a steady rise over the prices of the previous year.

		Rs. Kps.			Rs. Kps.
Wheat per chetvert	9	57	Ox per head	64	10
Barley "	4	58	Cow "	31	80
Oats "	3	30	Calf "	5	18
Buckwheat "	4	96	Sheep "	3	4
Peas "	7	52	Pig "	26	70
Beans "	12	95	Butter per pound	10	95
Potatoes "	1	80	Lard "	5	70
Rye Flour (common)	5	5	Stearine candles	10	90
Wheat Flour 1st quality pr. pound	2	5	Tallow "	6	50
" 2nd " "	1	36	Spirits per viedro	4	78
Hay "	0	38	Colza Oil "	3	65
Straw "	0	22	Beef per lb.	0	10
Pork per lb.	0	10	Veal "	0	14
Bricks per 1,000	13	50	Ox Hide per piece	6	58
Lime per korzec	1	0	Horse Hide "	2	55
Rye Bread (black)	0	1½	Calf Skin "	1	10
" (white)	0	2½	Sheep "	0	70
Rye	5	97			

A day labourer, per diem, 0 Roubles 50 Kopecs.

One-horse cart .. 2 " 25 "

Two-horse cart .. 3 " 40 "

POPULATION AND INDUSTRY.

The census of 1865 is more correct than any of the previous ones, as during the last disturbance in the kingdom every landlord was responsible for a correct return of the inhabitants of his district or tenants in his house.

In previous years the returns of the census were taken from the returns supplied by the landowners for the conscription, as the latter were bound to find a percentage of recruits from the peasants on their estates, they systematically understated the number of peasants, and consequently the population, in order to return a less number of recruits.

The conscription is now conducted by the Government, and it is found that the population is considerably greater than it was reported in previous years under the old system.

TABLE 8.—Showing the Population, Area, and Number of Towns.

Governments.	Area.		Population.				Number of		Average in 1,000 Population.	
	Square	mil s.	Total.	Town.	Country.	Average in square miles.	Towns.	Communes.	Town.	Country.
Government of Warsaw ..	640.06		1,730,977	395,188	1,335,789	2,704	147	569	228	772
" Radom ..	420.63		1,040,426	212,396	828,830	2,473	114	311	204	796
" Lublin ..	538.07		1,069,761	245,382	824,369	1,988	103	329	229	771
" Plock ..	286.69		639,202	126,828	512,374	2,230	43	160	198	802
" Augustov ..	326.75		675,197	143,617	531,580	2,066	44	125	213	787
Total (Warsaw excepted) ..	2,212.20		5,155,563	1,123,411	4,032,942	2,292	452	1,494	214	785
Settled Residents in the Town of Warsaw										
				..	..	..	..	..	180,657	..
Temporary Residents and Strangers				..	..	..	..	..	55,154	..
Total Population of Warsaw				..	..	..	..	..	235,811	..

POPULATION OF POLAND.

The male population, according to this return, amounts to	2,586,017
The female population to	2,750,193
Total	5,336,210

The total number of Jewish population in the kingdom amounts to.. .. .	759,768
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The population of Warsaw may be divided as follows :

Settled residents	180,657
Temporary and strangers	55,154
Total	235,811

The number of Jews in Warsaw amounts to 74,072.

No returns of births and deaths for the past year could be procured.

The average population in the kingdom of Poland during 14 years, *i.e.*, from 1850 to 1864, was 4,818,196. The lowest recorded population, was in 1855, amounting to 4,673,869, and the highest in 1863, amounting to 4,986,230.

The average number of births during that period was 212,990, The lowest number recorded was in the year 1855, amounting to 171,446, the highest in 1863, amounting to 255,000.

The average number of deaths in that same period was 176,737. The lowest number of deaths was in 1860, amounting to 143,683, the highest in 1855, amounting to 276,714.

The following are the principal towns in the kingdom, with the number of their inhabitants :—

Name of Town.	Number of Inhabitants.	Name of Town.	Number of Inhabitants.
Lodz	33,533	Piotrkov	11,584
Kalish	13,261	Zgierz	10,652
Lublin	20,747	Augustov	10,030
Suwalki	16,533	Siedlce	9,489
Plock	16,136	Radom	9,477
Chenstokov	12,021	Kalvaria	9,005

Besides the above-mentioned there are :

10 having from	6,000 to 7,000	44 having from	2,000 to 2,500
19	5,000 6,000	69	1,500 2,000
26	4,000 5,000	2	1,000 1,500
19	3,500 4,000	83	500 1,000
23	3,000 3,500	17 having less than	500
34	2,500 3,000		

But scanty information is to be procured at this date respecting the industries in the kingdom for the past year, the following are the only informations offered :—

Forty manufactories of agricultural implements employed 1,566 men, the value of the produce being given at 1,028,220 roubles. The number of these manufactories increased, and the demand for these implements is much greater, as the peasants, becoming proprietors, feel the want of hands more than they did hitherto.

The number of sugar manufactories has also increased ; about 60 were working, and employed 8,638 men, consuming about 600,000 korzec of beetroots ; the produce is returned at 3,693,175 roubles. The prices of sugar were pretty high, and a considerable quantity transported to Russia. 1,428 distilleries gave employment to 8,296 men, and the value of produce estimated at 20,000,000 roubles.

The price per viedro averaging 85 kopecs.

725 breweries employed 2,600 men, the value of produce being returned at about 2,000,000 roubles.

The number of steam mills considerably increased in the kingdom, as in the past year it amounted to 46, and employed 650 men ; the value of produce is given at 2,150,000 roubles. The number of water and wind mills is returned at 4,033, and the value of produce estimated at 8,930,000 roubles.

762 brick-kilns gave employment to 3,999 men ; the value of the produce estimated at 1,025,723 roubles.

The number of men employed in linen manufactories is stated to have been 1,049 ; whilst the value of the produce is given at 3,500,000 roubles.

The following table gives such a comparison between the two years, as the information on such matters has afforded up to this date :—

Items.	1864.	1865.	Decrease in 1865.	Increase. in 1865.
Number of artizans and handicraftsmen	85,861	92,471	..	6,610
Bought raw materials for Rs.	6,957,956	7,825,956	..	868,000
Value of produce Rs.	14,262,869	15,251,868	..	988,999
Textile manufactories employed men ..	25,760	26,642	..	882
Value of produce Rs.	10,439,995	12,345,801	..	1,905,806
Manufactories of agricultural produce employed men }	32,056	33,879	..	1,823
Value of produce Rs.	28,820,714	35,024,455	..	6,203,741
Manufactories of animal produce em- ployed men }	6,057	6,007	50	..
Value of produce Rs.	3,727,830	3,534,099	193,731	..
Private manufactories of mineral pro- duce employed men }	14,450	14,385	65	..
Value of produce Rs.	5,574,788	6,302,116	..	727,328
Merchants—1st Class	61	71	..	10
2nd Class	144	153	..	9

PUBLIC WORKS.

Till the year 1819 the communication in the kingdom of Poland, consisted merely of country roads and rivers. From 1819, the most important roads began to be macadamized, and the more important rivers to be cleared from obstacles, and in 1825, the construction of the canal of Augustov commenced ; from 1842 the country roads began to be converted into high roads of the second class, and finally, in 1848 the Warsaw and Vienna railway opened.

The highways were kept at first by statute labour of four days from each house which afterwards was converted into money, namely, 1 foot per day at 15 kopecs, and one cart per day at 30 kopecs.

In 1820 a toll was instituted on all high-roads, except for peasants; this toll, however, being insufficient for defraying the expense for the construction of roads, in 1838 the toll was abolished, and in its place, besides the statute labour, tolls on bridges and the fund supplied for the construction of roads, the following duty was levied from all imported and exported goods:

50 per cent. from each licence for conveyance of goods.

10 per cent. on all money received at the post office.

3 roubles, 60 kopecs from each manor house situated close to a high road.

1 rouble, 8 kopecs for each manor house situated at a certain distance.

Finally, a new regulation was enacted in 1858, but the above-mentioned statute labour still retained for the repair of country roads.

The bridges on the high-roads of the second class, are kept at the expense of the land proprietors and communes; for the greater bridges and ferry boats, the landowners possess a tariff for collecting tolls, and have to keep them in a proper state of repair at their own expense.

TABLE 10.—The following Table shows the Communication by Land and Water in the Kingdom of Poland.

Localities.	Railways.			Highways.			Total length of Land Communication.			Communication by Water, Navigable Rivers, &c.			Total amount of Land and Water Communication.		
	Total Length.	In one Square Mile.	For Population 1,000.	Total Length.	In one Square Mile.	For Population 1,000.	Total Length.	In one Square Mile.	For Population 1,000.	Total Length.	In one Square Mile.	For Population 1,000.	Total Length.	In one Square Mile.	For Population 1,000.
	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.	Verss.
Government of Warsaw ..	443·0	0·69	0·25	1,463·3	2·28	0·85	1,906·3	2·98	1·10	847·00	1·32	0·49	2,753·3	4·30	1·59
" Radom ..	71·0	0·17	0·07	1,041·89	2·47	1·00	1,112·89	2·64	1·07	673·00	1·6	0·65	1,785·9	4·24	1·72
" Lublin ..	17·5	0·03	0·02	528·25	0·98	0·49	545·75	1·01	0·51	835·00	1·64	0·83	1,430·75	2·66	1·34
" Plock ..	31·0	0·11	0·05	555·96	1·94	0·87	586·96	2·05	0·92	630·00	2·2	0·98	1,216·96	4·24	1·90
" Augustov ..	115·0	0·35	0·17	454·41	1·39	0·67	569·41	1·74	0·84	729·35	2·23	1·08	1,298·76	3·97	1·92
Total ..	677·5	0·31	0·13	4,043·81	1·83	0·75	4,721·31	2·13	0·88	3,029·35	1·37	0·57	7,750·66	3·50	1·45

The Warsaw and Terespol line is not included in the table, the length of which is to be 193·5 versts; the average cost of one verst is stated to be 53,000 roubles.

The length of the Lode line is 27 versts, and the average cost of one verst amounts to 49,000 roubles.

The total cost of high-roads of the first class, the length of which is 2,159 versts, amounts to 8,282,735 roubles, making the average for one verst 3,835 roubles, 77 kopecs; the highest on the road to Zamose being 7,234 roubles, 95 kopecs; the lowest on the road to Olkusz being 1,749 roubles, 22 kopecs.

The repair of the 1st class high-roads is at the expense of the government, which sum is given yearly in the budget of the kingdom. The expenses in 1858, service included, amounted to 466,651 roubles, or 216 roubles, 10 kopecs per verst. Since 1858, the high-roads were let out for six years to a company; but were retaken by government at the expiration of that period.

HIGH-ROADS.

Out of the many rivers traversing the kingdom of Poland, 13 are navigable, namely: Vistula, Nida, San, Wieprz, Pilicia, Narew, Bug, Biebrza, Pisna, Orzyez, Wkra, Warta and Niemen.

Some of them are suitable both for sailing boats and rafts, and some merely for rafts. The length navigable for sailing boats and rafts amounts to 2,392 versts, and for rafts alone to 539 versts.

The canal of Augustov, joining the Vistula with the river Niemen, was opened in 1830; it was held by the Bank of Poland till the year 1844; after which time it passed over to the bridges and high-roads department.

The whole length of the channel, together with the navigable parts of the rivers Narew and Biebrzy amount to 440·36 versts, and the expenses of the work to 1,770,968 roubles. It is supplied with water by two small rivers, namely, the Hancza and the Netta, and these by seven lakes. It has 21 sluices and 28 drawbridges, all built of timber resting on the walls of the flood-gates. The total number of bridges on this channel amounts to 65, out of which number 14 are from 18 to 120 feet in breadth, and 51 from 5 to 12 feet.

WARSAW AND TERESPOL RAILWAY.

Progress made in the works on the Warsaw and Terespol railway during 1865:

The surveys of the Warsaw and Terespol railway were only begun in November 1864, and were carried out during a severe winter (average temperature 14 R., or 0 F.); but were not sufficiently advanced to allow the works to be commenced along the whole length of the line; and operations were therefore confined to the section between Warsaw and Siedlec (86 versts, or 57 miles), and were continued from May to October 1865, during which period 50 versts (33 miles) of earthworks were completed.

The bridges on this railway are of small importance; the two principal bridges are, one over the river Kostrzyn of 84 feet opening, and the other over the Muchawka, of 56 feet. The foundations of many culverts, as also of the Muchawka bridge, have been laid.

Four guards' houses have been commenced, one being completed. The roads and approaches to the level crossings have also been completed throughout the 33 miles.

In 1865, 3527 tons of nails and fastenings were shipped from England to Dantzic, 1852 tons were brought to Warsaw by the river Vistula. The rails having been manufactured by M. Guest and Co.

During the months of November and December, the cutting down of trees for the supply of sleepers was carried on, 50,000 were prepared, and as the line of railway crosses extensive pine forests, timber is abundant and the cost about 2s. each sleeper.

In order to expedite the ballasting of the railway, two locomotives have been ordered of Sigl's manufactory, Vienna; and 100 ballast wagons of the Canada works, Birkenhead. This plant will arrive here next spring.

An average number of 3,000 men have been employed on the works, the greater part being Silesians, who are engaged for the season, and return home during the winter months. The number of Poles employed were from 200 to 300 only. The average pay of a labourer is 75 kopecs per diem.

Native labour is scarce, the population being limited; but there is no difficulty in procuring hands from Silesia, Galicia, and Russia.

During the summer of 1866, the government will allow 3,000 soldiers to be employed as labourers by the contractors.

The earthworks being generally formed from side cuttings, the employ of carts and wagons is not necessary, and the horses, of which there are 30, are only needed for transporting materials.

The following is the return of traffic on the Warsaw, Vienna, and the Warsaw-Bromberg line:—

Warsaw—Vienna Line.

				Rs.	Kps.
Passengers	..	..	650,956	=	574,391 03
Military	..	..	91,969		33,054 88½
Luggage	..	.. lb.	9,360,727		30,143 29
Carriages	..	..	469		4,319 33
Dogs	..	..	1,043		630 44
Merchandise	..	..	29,580,620		1,216,667 92½
Miscellaneous	..	..	..		12,389 96
Receipts	..	..			1,980,605 91½
Expenditure	..	..			1,067,179 04
Balance	..	..			913,426 86½

Warsaw—Bromberg Line.

				Rs.	Kps.
Passengers	..	..	218,751	=	188,442 51
Military	..	..	32,397		6,293 11
Passengers' Baggage	..	.. lb.	3,877,168		8,154 25
Carriages	..	..	230		1,268 91
Dogs	..	..	474		194 38
Merchandise	..	.. pounds	6,711,857		211,595 63
Raw Materials	..	..	2,275,709		
Miscellaneous Receipts	..	..	..		131,351 81
Total Receipts	..	..			497,300 60
Expenditure	..	..			288,448 69½
Balance	..	..			208,851 90½

Comparison.				Vienna Line.		Bromberg Line.	
				Rs.	Kps.	Rs.	Kps.
Profit in 1865	..	..		913,426	86½	208,851	90½
„ 1864	..	..		630,629	00½	115,752	49
Increase of Profit	..			282,797	86	93,099	41½

In the month of December the Count Namiesnik formally opened the new branch from the Warsaw—Vienna line to Lodz, the largest town as regards population in Poland after Warsaw, and the seat of numerous and important manufactories conducted by a wealthy and prosperous German community ; this branch of railway will not, however, be opened for some months, it is entirely constructed by military convicts, and the work is said not to be of the first order.

In November, the Count Namiesnik formally opened the iron bridge over the Vistula at Wloclawek. This bridge was constructed by the Zamojski Iron Company, and although the work seems to have been good, it was so insecurely fastened, that it was partially carried away at the first rise of the river, and it was some months before it was again opened to the public.

The progress in public works is necessarily very slow in Poland ; the government take so much time in approving any project, and offer so few facilities, that foreign capital is driven away, and the government has neither the wish nor the means to lay out large sums in this direction.

Mr. Moselman, a French gentleman, who has devoted much time and attention to the important and profitable question of draining towns, and utilizing sewerage, met with but small encouragement ; although he clearly proved that, were his system adopted, the draining of the town of Warsaw would be nearly self supporting.

As regards communications, draining bridges, paving and lighting, Poland and Warsaw are so far in advance of the rest of the Russian empire, that the Russian authorities see little necessity or reason for improvement ; and when any suggestion is made, the constant reply is, that there is nothing of the kind at St. Petersburg, or that it is the business of the Polish proprietors. That the latter should move at all in the direction of public works of utility, is hardly to be expected in their present impoverished and disheartened condition.

INSURANCE.

The total amount of property insured in the year 1864, is returned at 410,254,279 roubles ; showing an increase of 4,832,044 roubles.

The subscriptions collected are given at 3,019,772 roubles, showing an increase of 1,483,484 roubles over the preceding year.

There were 2,681 incidents of losses, a decrease from last year of 711. The losses are returned at about 1,413,000 roubles, showing a decrease of 1,340,000 roubles.

The compensation paid by the Board of Insurance is returned at 1,770,311 roubles, which is 45,592 roubles more than last year.

The value of buildings insured amounted to 214,502,300 roubles, namely, 8,944,800 roubles more than the preceding year.

The number of conflagrations of buildings, both in town and villages, is given at 1,768, a decrease from the previous year of 330. The damages are estimated at about 582,470 roubles, a decrease of 884,730 roubles from the year 1863.

Ready cash with arrears belonging to the Board of Insurance amounts to 2,976,354 roubles.

Warsaw, June 25, 1866.

SPAIN.

PUERTO RICO.

Report by Mr. Consul Cowper upon the System of Labour adopted in the Island of Puerto Rico, and the state of society there.

THE Government of the Island of Puerto Rico is similar to that of other Spanish Colonies—and is under a General Officer, called the Captain-General, who is supreme in all matters, whether civil, ecclesiastical, or military; and this form of Government is carried out to the fullest detail. With rare exceptions, all posts are filled by Spaniards, and, with the exception of course of the ecclesiastical, the employés are all military officers.

This form of Government has its political advantages in a country of antagonistic races and conditions, and favourably influences the state of society. In the first place, it introduces a large and educated class from Old Spain, who are satisfied with their own condition and are loyal to the flag of Castile, this is the aristocracy of the Island; but not only are the officers of the army Spaniards, the soldiers of the whole regular force are so also; there are about 3,000 of all arms, admirably drilled, armed and equipped; to these are added about 20,000 white militia and police, and upon these forces the Government can entirely rely, as no coloured people are admitted to the ranks.

Next in the social scale are the merchants and shopkeepers, either Spaniards who by their industry have become wealthy, or Creole Spaniards, natives of the island, with a remarkably small number of foreigners.

The free coloured population are also prosperous and apparently contented; many are shopkeepers and even landed proprietors in independent circumstances; and even the labourers, who are obliged to work under the "Libreta" system, easily earn their half dollar a day, and are consequently well to do and free from those vices which attach to idleness.

The slaves, even, are more independent and less degraded than elsewhere, for, as freemen are obliged to work with them, there is no degradation attached to any particular kind of labour, as I have seen so disastrously the case in Brazil. All the manual force of this country is rendered available for every species of work, and thus employers find it desirable to encourage their slaves to emancipate themselves; and so largely have they profited by this permission that it is believed that no more than 35,000 slaves remain of the 41,736 returned at the census of 1859.

There exists no perceptible prejudice against colour amongst these different races and classes, who live in perfect harmony with one another, and with a very remarkable absence of crime; but they are, as it were, kept in position by a strong though not illiberal Government, who will not permit them to shuffle out into the troubled seas of politics. The exciting speculation upon natural rights, races, and nationalities are the torpedoes which lie dormant in the bosom of such societies as exist in the West Indies; the danger of an explosion has been greatly heightened by recent events in the United States, St. Domingo, and Jamaica, and I am satisfied that the peril can only be averted by such a Government as exists here, which obliges every man to perform his first duty to society by working for his living and becoming an aid instead of a burthen to it, and thus not only providing for his body but diverting his mind from

topics impossible for the majority to understand, and which would consequently be like a lighted torch in their hands.

The unusual numerical division of races gives the island a character of its own, differing materially from that of any other tropical country : there are 603,000 inhabitants, of whom 310,430, or more than one half, are white, and 292,751 coloured, *i.e.*, including black with mixed blood, and of these last, at the highest estimate, only 41,736 were slaves. This proportion of white to coloured people, and the proportion of slaves to the whole population is not to be met with elsewhere. In Brazil and in Cuba the very reverse is the case, and yet in Cuba, with fourteen times the extent of territory and twice the amount of population, the agricultural productions are but two-thirds greater than here ; the obvious question presents itself, how has this result been produced ? I have no hesitation in expressing my opinion that it is entirely owing to the system of the "Libreta," established in 1849 by General Don Juan de la Segnala, then Captain-General of the Island.

This Governor distinguished his administration by causing the various laws touching upon police and public order to be codified under the title of "Bando de Policia y Buen Gobierno," a copy of which I have the honour to enclose, it will be observed that he issued "Instructions to the Local Magistrates for the better regulation of the labourers in the Island." In this he established the "Libreta" system, and it will be observed that this coercive law was impartial in its application ; it was not directed against any race or colour ; without distinction of either, it called upon every man in the position of a labourer to prove that he lived honestly by, instead of dishonestly upon, society ; it did not attach a man to the soil, he might go where he pleased, choose his own employer, and the sort of labour that suited him, but, being well, the law insisted upon his working, and in return protected him in all his rights, personal or pecuniary. This law can neither be called slavery in disguise nor serfage, as it differs altogether from both in its most essential points. As a translation accompanies the original, I need not risk troubling you by entering into details of its practical working, but I attribute the following results to be entirely due to it :—

1. It put an end to the external slave trade.
2. It has nearly extinguished slavery.
3. It has entirely stopped vagrancy and pauperism.
4. It has rendered the labouring classes prosperous and independent without making them insolent and insupportable like the free coloured people of Hayti, St. Domingo, and the British and Foreign West India possessions.
5. It has made so much of the manual force of the country available that the commerce and agriculture of the Island has increased to an unprecedented extent.
6. And it has so greatly ameliorated the condition of the labouring classes that population has increased so rapidly as to render immigration unnecessary, indeed very undesirable.

The value of the imports and exports last year was 3,200,000*l.*, they are expected to reach 5,000,000*l.* this year. The annual revenue for 1865 was 650,000*l.* and the expenditure 610,000*l.* The debt due to the Island from the Government of Cuba is two millions of dollars.

Before concluding this Report it is right that I should state that the "Libreta" system has its opponents, indeed they have lately prevailed upon the Captain-General to order an enquiry into its working ; but the only objections that I have heard advanced relate to matters of detail easily reformed. It is asserted that it does not answer the purpose for

which it was established, inasmuch as any idle fellow can, by an appeal to the feelings, get his "Libreta" signed by persons for whom he has never worked. This, no doubt, is true, for unfortunately the abuse of giving false characters exists all over the world, but if the fine imposed for this offence in Article 7 were changed into imprisonment it would, in all probability, cease. Then it is objected that a really industrious man is sometimes intolerably inconvenienced by having to present his "Libreta" to an Alcade living at a considerable distance from him, but this might be obviated by permitting men of known good character and industrious habits to take their "Libreta" upon any day during the month instead of on a specified day, as it is to be supposed that almost every one would have occasion, during a period of thirty days, of passing by the Alcade's house without much inconvenience to himself.

I have feared to occupy too much of your time by going further into the details of this system, but should you desire it I can return to the subject when the result of the Captain-General's enquiry becomes known. In my opinion there is nothing but the "Libreta" system to account for the extraordinary prosperity of this Island. How a population like that of Jamaica, accustomed to self-government and license, would bear its introduction is another question. The Spaniards made the mistake of introducing coercive laws to St. Domingo, after the people had enjoyed thirty years of anarchy, and they lost the country through it; but should the Captain-General be so ill-advised as to abandon the "Libreta," I venture to prognosticate that everything will change; squatters, vagrants, the antagonism of races, crime, the want of labour, and the demand for its importation, decreased production and commerce, bankruptcy and discontent, will take the place of their antitypes, and Puerto Rico will lose its exceptional character as the Garden of the Antilles.

Puerto Rico, May 7, 1866.

(TRANSLATION.)

INSTRUCTIONS to be observed by the Local Magistrates of the Island of Puerto Rico for the better Regulation of its Labourers.

Article 1. All persons shall be considered labourers or journeymen who, from lack of capital or trade, are obliged to hire themselves in the service of others, whether they engage themselves in field labour, in the mechanical arts, in trades, or in domestic service for specified wages; in like manner, he who possesses a piece of ground of his own, or who cultivates land hired from another, the produce of which being insufficient for his necessities, is obliged to engage himself for a part of the year.

Article 2. The local magistrates will keep a Register of all labourers, without any exception, according to Form No. 1, and all persons above 16 years of age belonging to this class must be registered in it.

Article 3. The local magistrate will give to each labourer a "Libreta," with the certificate of his registration, according to Form No. 2, this document to be delivered gratis.

The labourer will take particular care of the "Libreta" alluded to in the foregoing article; he who loses it through any accident must at once inform the magistrate of his parish, that he may give him another, for if he omits to do so, and is found without one, the loss will be considered malicious and voluntary, and will be punished by eight days labour on the public works at half wages.

Article 5. No one is permitted to engage a labourer without first ascertaining if all his accounts have been settled with the last person who employed him, and he who infringes this regulation shall incur a penalty of six dollars, besides the obligation of paying all debts due by the labourer to his employer, and he must reimburse himself from the man's work.

Article 6. In the "Libreta" spoken of in Article 3 all persons who engage a labourer must note the day upon which he entered their service, the length of the engagement, the date of its termination, and the conduct of the labourer.

Article 7. Any person who, through a false sentiment of compassion, fails in the truth and gives a labourer a good character when he did not deserve it will pay a fine of six dollars for the first offence, double for the second, and for the future all declarations of his will be rejected and the fact duly noticed in the proper manner.

Article 8. Any person withholding the wages of a labourer or breaking the engagement that he has made with him, or refusing to enter in his "Libreta" the statements required by Article 6, shall be fined ten dollars, paying, in addition, to the labourer, the wages which he probably lost in making his complaint, and any other expenses which it might have entailed upon him.

Article 9. The local magistrates will see that the labourers in their districts are constantly employed. When they find that anyone is not so they will summon him and give him employment on the public works, if it cannot be obtained with private individuals. With this object the commissaries of police will furnish a monthly return to the local magistrate of all labourers out of work, and if through favour or neglect they fail to do so they shall be fined four dollars.

Article 10. The labourer of good character who cannot find employment with private individuals shall be provided with it upon public works at the ordinary rate of wages paid in the parish.

Article 11. If no public works are in progress within the parish whereon to employ these labourers, the local magistrate shall recommend them to the Director of the nearest works, who shall give them occupation upon the above terms; but if they belong to a class who cannot find employment through their bad characters they shall be sent to work upon the public roads, receiving only half pay daily for the space of six months.

Article 12. No slaves are to be employed upon Government works whilst freemen can be obtained.

Article 13. The year in which this Regulation comes in force proprietors will be prohibited to receive squatters* (vecinos agregados). In the mean time, he who admits a labourer upon his estate should give an account to the local magistrates of the conditions upon which he is admitted and those which he has promised to fulfil.

Article 14. Those who cannot give satisfactory guarantees to the local magistrates cannot receive squatters upon their lands, even during the period that that faculty is allowed, and magistrates will keep especial watch over this, and make the commissaries of police responsible for any infringement.

Article 15. Masters of trades and the mechanical arts will give a monthly report to the local magistrate of their district of the conduct and proficiency of their workmen and apprentices, and in the event of these last being wholly entrusted to them and living under their personal care, they will be held responsible for their conduct.

Article 16. In the villages of the Island small plots of land will be given gratuitously to labourers for the construction of their dwellings, in

* These are persons who squat upon an estate and give to the proprietor one-half of whatever they plant.

situations which do not interfere with the public convenience ; and if there exists no public property some must be purchased for the purpose, retaining the original right to it.

Article 17. The orphans of labourers or children abandoned by their parents may be delivered by the local magistrate to residents of respectability, upon terms favourable to the children.

Article 18. The owners of cock-pits, billiard rooms, gambling rooms, or any other establishment of this description shall not, under any pretext whatever, admit labourers on working days, or to their night amusements, nor shall they admit at any time either minors or slaves without the application of the existing legal penalties.

Article 19. The owner of any small shop or vendor who permits a labourer to remain in his establishment longer than is necessary for him to make his purchases shall pay a fine of two dollars.

Article 20. The commissary of any district who permits or tolerates cock-fighting in the streets, roads or private houses shall pay a fine of six dollars.

Article 21. It is the duty of the local magistrates to thoroughly comply with these instructions :—

- 1st. Establish the register of labourers in the terms specified, and to deliver the documents mentioned in Articles 3 and 4.
- 2nd. To describe the persons subject to registry, and those who may be permitted to receive squatters upon their estates during the year mentioned.
- 3rd. To see which would be the best method for organizing the association of labour, causing the labourers to divide themselves into parties of equal numbers, and that each should have at its head a capataces or foreman, who by his good conduct and industry has merited the confidence of the magistrate, with whom the proprietors may contract for the work to be engaged upon. They will strictly bear in mind, also, that to successfully carry out the association the capataces must be respected by the individuals who compose their respective parties, and bound to materially fulfil his engagements.
- 4th. To watch the conduct of masters, men, and apprentices of trades or mechanical arts, reprimanding them when they deserve it, and if this is insufficient, report the case with a statement of the facts, that more stringent measures may be adopted.
- 5th. Verify the register of labourers at the commencement of each year, to add those who may have become liable to subscription, and to mark off those who may have died, exchanging for new those "Libretas" which may have become damaged by use and filing them.
- 6th. State with due accuracy those labourers who by their meritorious conduct deserve to be noted for the prizes to be allotted, giving the details for my sanction.

Article 22. Every year, upon the birthday of Our Lady the Queen, prizes will be given to those labourers who have most distinguished themselves in each village of the Island for their industry and honorable conduct, upon the following basis :—

- 1st. In each 400 labourers one will receive a prize of 50 dollars, which will be paid from the public funds.
- 2nd. The parish that does not contain so many workmen will, nevertheless, give a prize to one who is eligible, of proportionate value.

3rd Should the number of those qualified for competition for prizes exceed the number mentioned in the census of the labouring classes they will draw lots fifteen days beforehand, by means of numbers, which they will extract with due formality from an urn provided for the purpose.

4th. After my sanction has been received the distribution will be made by the local magistrates, in the name of Her Majesty, with due solemnity, and in the presence of all the labourers.

Article 23. In addition to the prize of 50 dollars given to the honourable and industrious, a certificate of the fact shall be given to the recipient, together with the right of obtaining a passport* gratis, when it may suit him to travel in the Island.

Article 24. The labourer who has won a prize cannot again compete for three years, at the end of which period, if his good conduct remains unimpeached, he shall be qualified to try for another.

Article 25. If the rewarded labourer, instead of retaining those qualities which rendered him worthy of a prize, becomes vicious, he shall be brought before the local magistrate and reprimanded; he shall be exhorted to return to the life which he has abandoned, but if, notwithstanding this, he persists, his certificate shall be taken from him, he shall be deprived of its privileges, and be treated as a vagabond.

Article 26. To stimulate the labourer to engage in honest labour and the strict performance of his duties, there will shortly be established a "Monti de piedad," for the purpose of assisting him in sickness, or his family in case of death. The labourer will be expected to contribute something monthly towards it, and the Government will add to this such a sum as it may deem proper to apply.

Article 27. The Monti of labourers will be under the protection of the Supreme Authority of the Island, and the Intendente of the Royal Hacienda and the Regent of the Royal Tribunals shall be its Vice-Protectors.

Article 28. A Special regulation will establish at the proper time the administration of the Monti, the form of subscription, the manner of increasing the funds, the cases in which subscribers shall reap its advantages, formalities to be observed in obtaining them, and for the strict performance of its pious object.

Puerto Rico, June 11, 1849.

(Signed) PEZUELA.

Print and publish this for execution.

* All persons, of whatever condition, must travel with a passport.

No. NAMES.	NOTES.	FORM NO. 2.
Son of and born at Description of person.	On the 2nd May, 1849, was punished. Signed by the Alcade or Lieutenant.	Parish of _____ Year 1849. The Libreta of the labourer , matriculated in the register under the number _____
	On the 3rd June, 1849, was sent to the Caza del Rey, as he could not find work. Signed by the Alcade or Lieutenant.	Every person who employs this individual must state in this Libreta the day upon which he commenced working, and the day upon which he ceased to do so, with a statement of his daily conduct.
	On the 3rd September, 1849, changed his domicile to Utnado. Signed by the Alcade or Lieutenant.	Parish of _____ the 18 (Signed) Alcade.
	On the 5th December, 1849, returned to this parish. Signed by the Alcade or Lieutenant.	
	On the 3rd January, 1850, died. Signed by the Alcade or Lieutenant.	

TURKEY.

SMYRNA.

Report by Mr. Consul Cumberbatch on the Trade of Smyrna for the Year 1865.

Shipping and Navigation.—There has been a slight falling off in the amount of importations this year, in comparison with those of last year ; however, the exportations have amounted to more than those of last year. This difference in the former is attributable to the uncertain state of the market, and the failure of one or more of the principal houses of commerce in this city.

There is still a large amount of cotton manufactures on hand.

The gross amount of shipping and tonnage entered this year was more than that of last year.

The number of British vessels entered and cleared were as follows, viz. :—

Entered.			Cleared.		
Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
174	115,713	£ 1,053,924	181	116,862	£ 2,320,650

Vessels.	Entered.				Cleared.			
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
Steamers.	94	99,797	4	2,138	91	97,671	6	3,941
Sailing Vessels }	66	12,123	10	1,655	61	10,250	23	5,000
Total..	160	111,920	14	3,793	152	107,921	29	8,941

The foreign navigation and trade at Smyrna during the year 1865 was as follows, viz. :—

Entered.			Cleared.		
Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
1,369	380,888	£ 1,217,297	1,351	377,902	£ 1,725,688

Making a total of British and foreign vessels :—

Entered.			Cleared.		
Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
1,543	496,601	£ 2,271,221	1,532	494,770	£ 4,046,338

Gross Navigation and Trade for 1864-5 :—

	Entered.			Cleared.		
	Number.	Tonnage.	Value of Cargoes.	Number.	Tonnage.	Value of Cargoes.
			£			£
1864	1,222	404,593	2,538,228	1,198	387,083	3,842,285
1865	1,543	496,601	2,271,221	1,532	494,770	4,046,338
Increase of 1865..	321	92,008	267,007 Decrease	334	107,687	204,053

Coasting Trade.—The native coasting trade is not included, and amounts to 421 vessels, and 942 tons.

Most of the above steamers arrived in port with part cargoes only, and also cleared with part cargoes.

Port Regulations.—Masters can anchor their vessels at discretion.

Immediately after their anchoring they are required to proceed to the Health Office to produce bill of health and to perform certain other formalities, in order to obtain free entry. No master is allowed to throw ballast overboard in this port.

A fee of 6*d.* is payable by every vessel anchoring.

The following fees are payable by the master :—

For a Vessel not exceeding 75 tons	s. d.
0 4½	
200	0 11
250	1 10
Over 250 tons	3 8

Vessels clearing for a Turkish port are required to be furnished with a Turkish bill of health, the charge for which varies as follows :—

For a Vessel not exceeding 25 tons	s. d.
0 4½	
75	1 1
125	1 10
175	2 2
250	2 11
300	3 8
Over 300 tons	4 5

Consular Fees (British).—For every vessel, entrance and clearance fee, 10*s.* Hospital dues, 3*d.* per ton.

This latter payment is not demanded from vessels which arrive and depart in ballast, and which do not receive any benefit from the hospital.

Light dues are payable at this port by all vessels before clearing, as follows :—About 1*d.* per ton for entry, and about 1*d.* per ton for clearing ; but for every ton exceeding 800 tons the dues are reduced to one-half the above amount.

The following expenses are to be defrayed by the ship in case she is placed in quarantine :—

For two Guards on board per day (each)	s. d.
4 4	
Besides on every Vessel not exceeding 25 tons	1 6
75	1 10
125	2 9
175	3 8
250	4 6
300	5 6
Over 300 tons	6 3

Goods are required to be landed at the lazaretto :—

		s.	d.
For 1 Bale not weighing over 110 lbs.	..	0	2½
" " " 220 "	..	0	5
" " " 330 "	..	0	7½
Over those weights	..	0	9

Goods of value, from which disinfection is difficult :—

		s.	d.
Each Bale not exceeding 110 lbs.	.. ..	0	9
" " " 220 "	.. ..	1	6
" " " 330 "	.. ..	2	2
Over 330 lbs. .. ..	.. ..	3	3
Guards for same, if required, each per day	..	4	4

Passengers must be landed likewise at the lazaretto, each room, per day, 8s. 2d. ; guard required, per day, 4s. 4d.

There are no regular pilots at this port, but some are procurable ; they are generally engaged by masters merely to assist in navigating their vessels to the entrance of this Gulf, for which the fee is about 1l.

Ships can likewise be provided with a pilot at the entrance of the Gulf of Smyrna, at the cost of 2l. for bringing their vessels to this anchorage.

AVERAGE Rates of Freights to England in 1865 :—

By Steamers.

		£	s.	d.		£	s.	d.
Carpets	per bale	1	0	0	to	1	10	0
Chrome of Ore..	per ton gross weight	0	10	0		0	15	0
Cotton Wool ..	measurement	0	15	0		2	0	0
Emery Stones ..	gross weight	0	8	0		0	10	0
Fruit	"	2	0	0		5	0	0
Galls	"	1	10	0		3	0	0
Goats' Wool ..	"	5	0	0		6	0	0
Gums	measurement	2	0	0		3	0	0
Madder Roots ..	"	0	12	0		1	0	0
Opium	"	7	15	0				
Otto of Roses ..	ad valorem	1		per cent.				
Scamony	per ton measurement	10	0	0				
Sheeps' Wool ..	"	0	15	0		1	5	0
Skins	per bale	0	10	0		0	15	0
Sponges.. ..	per ton measurement	1	10	0		2	0	0
Valonea.. ..	gross weight	0	15	0		2	10	0
White Stones ..	"	0	8	0		0	10	0
Yellow Berries..	"	2	0	0		3	0	0

By Sailing Vessels.

Bones	per ton gross weight	1	10	0	to	1	15	0
Chrome of Ore..	"	0	15	0				
Emery Stones ..	"	0	10	0		0	15	0
Fruit	"	2	0	0		2	10	0
Madder Roots..	"	1	15	0		2	0	0
Valonea.. ..	"	1	10	0		2	10	0
White Stones ..	"	0	10	0		0	15	0

VESSELS Entered and Cleared during the Year 1865.

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	174	115,713	181	116,862
French	145	92,564	146	93,114
Ottoman	372	71,669	363	69,529
Russian	67	18,775	67	18,775
Austrian	219	98,779	218	98,949
American	8	2,438	8	2,438
Italian	42	9,940	53	10,628
Prussian	2	506	1	246
Spanish	1	508	1	508
Dutch	13	1,895	20	3,085
Greek	449	53,175	422	49,799
Bremen	1	232	1	282
Danish	2	320	2	320
Mecklenburg	5	1,324	5	1,324
Oldenburg	1	140	1	140
Hanoverian	2	284	1	284
Swedish	1	295	1	295
Norwegian	3	909	4	1,109
Egyptian	36	27,085	36	27,085
Total	1,543	496,601	1,532	494,770

The character and gross amount of importation this year has been as follows, viz. :—

			Quantity.	Value.
				£
Steel, Iron, Shot, Nails, &c. ..	{	packages	29,553	} 207,815
		tons	11,775	
Manufactures, Silk, &c. ..		packages	3,449	771,280
Butter, Cheese, &c.		"	3,295	111,807
Wood and Timber	{	pieces	198,581	} 22,357
		tons	20	
Coffee		bags	48,881	271,543
Cochineal, Indigo, &c. ..		packages	1,691	10,810
Coals		tons	36,887	22,445
Cloth, Cotton Stuffs, &c. ..		packages	3,618	217,976
Drugs and Medicines		"	5,309	69,496
Flour, Wheat, Rice, &c. ..		"	43,416	81,081
Stoneware, Glass, &c. ..		"	8,314	36,939
Gold Wire, Watches, &c. ..		cases	73	11,498
Dried Fish, &c.		packages	2,276	20,437
Skins		"	1,848	36,520
Furniture, Hardware		"	6,422	} 110,437
Stationery, Firearms, &c. ..		pieces	630	
Rum, Brandy, &c.		barrels	26,023	96,806
Sugar		"	12,205	64,654
Tobacco, Snuff, &c.		bales	58	1,190
Sundries	{	packages	27,401	} 106,130
		pieces	464,311	
		tons	1,243	
Total			..	2,271,221

Gross Amount of Exports from the Port of Smyrna in the Year 1865.

	Quantity.	Value.
		£
Madder Roots bales	14,966	188,618
Wheat, Barley, Flour, &c. .. . tons	1,708	9,824
Boxwood, &c. .. . pieces	3,966	3,383
Cotton bales	83,654	2,076,086
Wax, Gums, and Galls .. . packages	4,027	61,218
Drugs, Medicines, &c. .. . "	13,937	480,748
Sponges "	3,081	93,668
Otto of Roses boxes	26	2,440
Dry Fruits { packages	127,315	} 409,263
	boxes & cases	
Yellow Berries, &c. .. . bags	41,575	107,579
Wool, Hair, &c. .. . bales	6,687	105,296
Lamb Skins, &c. .. . "	2,039	20,400
Cocoons, Silk, &c. .. . "	358	68,728
Carpets, Cloth, Caps .. . packages	616	46,640
Valonia tons	21,289	313,361
Wine and Spirits .. . barrels	590	2,216
Sundries { packages	7,783	} 56,870
	tons	
920		
Total		4,046,338

PRICES of the Principal Imports at the Port of Smyrna in the Year 1865.

	£	s.	d.		£	s.	d.
Aniseed cwt.	2	0	0	Nails cwt.	1	6	0
Alum "	0	12	0	Nutmegs "	6	6	0
Arsenic "	1	10	0	Oil, Linseed gallon	0	3	0
Bagging bale of 500	30	0	0	Paint keg of 28 lbs.	0	6	0
Beer dozen	0	12	0	Petroleum canister	0	19	0
Brandy gallon	0	4	0	Pepper cwt.	3	10	0
Blacking dozen	0	16	0	Pimento "	3	0	0
Butter keg of 28 lbs.	2	0	0	Pitch barrel	2	0	0
Canvas yard	0	0	7	Rice cwt.	1	5	0
Cassia cwt.	4	0	0	Ropes "	3	10	0
Cloves "	3	0	0	Rum gallon	0	1	8
Cochineal lb.	0	6	0	Salamoniac cwt.	3	0	0
Coffee cwt.	4	5	0	Saltpetre "	2	0	0
Copper lb.	0	1	2	Seed, Cotton "	0	4	0
Copperas cwt.	0	7	0	Soap "	2	10	0
Coals ton	1	15	0	Steel "	2	0	0
Cheese lb.	0	1	0	Sugar "	2	0	0
Earthenware crate	6	10	0	Tea lb.	0	4	0
Gins, Cotton a-piece	22	0	0	Tin, Plates box	1	5	0
Gin dozen	0	12	0	" Bars cwt.	6	10	0
Ginger cwt.	2	2	0	Twine "	1	2	0
Grease "	2	10	0	Twist, Cotton bundle	1	5	0
Gunpowder quarter barrel	0	18	0	Wine, Sherry dozen	1	14	0
Herrings barrel	1	5	0	" Port "	2	0	0
Indigo lb.	0	10	0	Wax lb.	0	2	4
Iron ton	7	10	0	Wire cwt.	2	5	0
Lead cwt.	2	0	0	Zinc "	2	8	0

PRICES of the Principal Exports at the Port of Smyrna in the Year 1865.

		£	s.	d.			£	s.	d.
Barley	.. imp. quarter	0	19	0	Rags..	.. cwt.	1	0	0
Beans	.. ..	1	2	0	Rugs..	.. piece	7	0	0
Bones	 ton	3	10	0	Scamony	.. lb.	1	10	0
Boxwood	.. ..	6	10	0	Seed, Cotton	.. ton	1	10	0
Carpets	.. square pike	0	9	6	.. Canary	imp. quarter	2	10	0
Chrome of Ore	 ton	7	0	0	.. Hemp..	..	1	4	0
Cocoons	 cwt.	45	0	0	Silk, Waste	.. lb.	1	6	0
Figs	.. ..	1	18	0	Skins, Lamb	.. bale	15	0	0
Raisins, Black	.. ..	1	4	0	Sponges	.. lb.	0	15	0
.. Red..	.. ..	0	11	0	Storax	.. cwt.	2	10	0
.. Sultana	.. ..	1	11	0	Stones, Emery	.. ton	5	0	0
Galls	.. ..	7	0	0	Tobacco	.. lb.	0	4	0
Gums	.. ..	11	0	0	Valonea	.. ton	17	0	0
Liquorice	.. case	8	0	0	Wine..	40 gallons	3	0	0
Madder Roots	.. cwt.	2	0	0	Wool, Goats'	.. lb.	0	3	6
Opium	.. lb.	0	1	2	.. Sheep's	..	0	0	11
Otto of Roses	.. ounce	1	15	0	.. Cotton	..	0	1	1
Resin	.. barrel	2	5	0	Yellow Berries	.. cwt.	5	0	0

Salt.—The produce of the salt works this year amounted to 49,000 tons, giving a revenue to the Turkish Government of 350,000*l.* The price is 1 piastre, or 2*d.* per oke—2 $\frac{3}{4}$ lbs.

MONTHLY Rates of Exchange per £ sterling.

	Piastres.		Piastres.
January	 108	July..	 108 $\frac{1}{2}$
February	 108 $\frac{1}{2}$	August	 108
March	 109 $\frac{1}{2}$	September	 108
April	 109 $\frac{1}{2}$	October	 107 $\frac{1}{2}$
May..	 110	November	 107 $\frac{1}{2}$
June	 109 $\frac{1}{2}$	December	 107 $\frac{1}{2}$

ENGLISH Equivalent of Weights, Measures, and Monies.

Weights.

1 Oke or 400 drams	equal to	.. 2 $\frac{3}{4}$ lbs.
1 Cantar or 44 Okes		1 cwt. 8 lbs.
1 Teheki		2 cwt. 13 $\frac{3}{4}$ lbs.

Dry Measure.

8 $\frac{1}{2}$ Kilos	.. equal to	.. 1 imperial quarter.
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Currency.

1 Piastre	.. equal to	.. 2 pence.
5 $\frac{1}{2}$		.. 1 shilling.
110		.. 1 <i>l.</i> sterling.

Grain.—The grain crops were a general failure; the seed was not even collected in some districts, so that the population lived chiefly upon roots and herbs during the winter and spring.

Cotton.—The cotton crop was good, considering the small quantity sown, and the staple was good. About 45,000 bales were collected, but owing to the very heavy rains in winter, and the subsequent heat, the ground became too hard to till, so that the extent of ground sown was very limited.

Madder Roots.—This crop was an average crop; about 15,000 bales were shipped.

Silk.—The result of this crop, owing to the prevalence of the disease in the worms, was very inferior.

Wool.—This crop was a good one, and has given about 18,000 bales, all of which has been exported from this port.

Valonea.—This crop was an average one, and the result has been about 25,000 tons exported to Europe.

Opium.—This crop was unusually abundant, and of good quality. About 720,000 lbs. was produced, of which 660,000 lbs. had been exported for China, America, and Europe.

Industry.—Most of the numerous ginning and pressing establishments have remained without employment for many months. I am not aware that any other establishments of this nature have been erected since my report of last year.

Public Works.—The whole length of the Smyrna and Aidin Railway will be completed by June, 1866, when it is supposed that the traffic will be greatly increased. At present the receipts do not much exceed the daily expenditure.

The Smyrna and Casaba Line will shortly be opened to the latter town, a distance of fifty-eight miles from Smyrna. The receipts already made upon the line to Magnesia, which was opened in the autumn, fully justify the most sanguine hopes respecting this undertaking.

The construction of a quay is contemplated by a company formed for that purpose. The quay will extend from the Custom-house to the Aidin Railway point, a distance of nearly two miles. The width is to be about twenty yards. This work, if completed, would prove very beneficial to the town, as it would make a healthy outlet for the overcrowded streets; it would also prove a lucrative undertaking for the Company, with a certain revenue to the Government. It will be, likewise, an embellishment to the town, but I have yet to discover the benefit that commerce will derive from it.

Numerous Artesian wells have been sunk, all of which have succeeded very satisfactorily; the source is supposed to be on the same level as the abundant spring of water called Diana's Bath.

This water has not yet been turned to great advantage, only one large mill of about twenty pair of stones being turned by it, yet with proper arrangement any amount of machinery might be turned by this source, as there is an unfailing run of water 15 feet by 9 feet.

The Gas Company has threatened to discontinue lighting the town, as great difficulty has been experienced in the collection of this tax, owing to certain informalities in the concession of this undertaking.

Public Banks.—The Ottoman Financial Association has ceased to transact business, owing to some derangement in the private business of the directors of this establishment.

An Agricultural Loan Bank is much needed, as the cultivators of cotton are greatly embarrassed by the exorbitant demands for interest of money advanced to them to cultivate their land, which finally becomes a mortgage, so that they may be considered in a worse position than the Government serfs were formerly in Russia.

Cattle Disease.—Owing to the continued dry weather since April last, this disease has almost ceased its ravages, and it is hoped that should the spring prove dry that the disease will leave this district altogether, in which it has destroyed nearly half the stock of cattle.

Smyrna, July, 1866.

UNITED STATES.

BUFFALO.

Report by Mr. Consul Hemans on the Commerce of Buffalo for the Year 1865.

SHIPPING AND NAVIGATION.

THE entrances and clearances of British and American vessels during the navigation season of 1865 were as follows :—

Nationality.	ENTERED.		
	Number of Vessels.	Tonnage.	Number of Crews.
British	800	91,066	4,409
American (to and from British Ports)	2,185	2,140,771	22,384
American (Coasting)	3,572	1,298,898	48,049
	CLEARED.		
	Number of Vessels.	Tonnage.	Number of Crews.
British	899	88,927	4,585
American (to and from British Ports)	2,305	2,144,198	22,143
American (Coasting)	3,713	1,259,733	44,204

These figures give a grand total of 13,444 vessels, with an aggregate capacity of 7,032,593 tons. The average tonnage of each vessel is 522.29, while in 1864 it was 467 ; in 1863, 439 ; and in 1862, only 408 tons.

The number and tonnage of the vessels purporting to be owned in the district of Buffalo Creek, in the year 1865, as compared with the four preceding years, were as follows :—

	Number of Vessels.	Tonnage.
1861	239	78,055
1862	307	96,106
1863	372	112,893
1864	338	94,589
1865	221	71,098

The decrease of tonnage in 1865 is due in part to sales out of the district, and in part to the introduction of a new system of measurement, closely resembling the modern English system.

The losses of life and of property on all the lakes during the navigation season of 1865, were as follows—

Loss of Life on Steam Vessels	116
„ „ Sailing Vessels	36
Total	152

Loss of Property on Steam Hulls	\$ 505,187	
" " Cargoes	341,980	
		847,117
" on Sailing Hulls	613,262	
" " Cargoes	425,264	
		1,038,526
Total	\$1,885,643	

The entire registered value of all the lake vessels propelled by steam in 1865, was 6,430,500 dollars, while that of all the sailing vessels was 7,948,050 dollars. The proportions of loss, therefore, as far as property was concerned, were pretty equally divided between the two classes. The loss of life, on the other hand, would naturally be greater on steamers, which commonly carry passengers, than on sailing vessels, carrying, as a rule, their crews only.

LAKE AND CANAL COMMERCE.

Eastward Movement.

Breadstuffs.—The imports of cereals by lake, and the exports of the same by canal, for the five years 1861-65, are given below:—

IMPORTS by Lake.

	1861.	1862.	1863.	1864.	1865.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Flour	10,797,955	14,230,110	14,890,445	10,142,650	8,941,965
Wheat	27,105,219	30,435,831	21,240,348	17,677,549	12,437,888
Indian Corn	21,024,657	24,288,627	20,096,982	10,478,681	19,840,901
Oats	1,797,905	2,624,932	7,322,187	11,632,637	8,494,799
Barley	313,757	423,124	641,449	465,957	820,563
Rye	337,764	791,564	422,309	633,727	817,676
Total	61,387,257	72,794,188	64,603,690	51,030,301	51,353,792

EXPORTS by Canal.

	1861.	1862.	1863.	1864.	1865.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Flour	1,531,180	2,259,070	2,348,960	634,100	710,090
Wheat	13,713,713	27,751,786	19,404,308	16,138,386	10,202,154
Indian Corn	19,112,125	22,287,185	18,980,442	9,757,022	18,474,331
Oats	1,705,395	2,164,778	6,537,498	11,178,564	7,900,451
Barley	134,341	201,744	419,157	97,748	514,951
Rye	282,724	653,480	361,718	517,131	629,758
Total	36,479,478	53,318,043	43,012,083	38,522,951	38,431,735

The equality between the eastward movement of 1864 and that of 1865, in spite of the different circumstances under which the two years ran their course, may be taken probably as an indication that the grain trade of Buffalo received a stimulus during the war, the effects of which will be more or less permanent.

On flour, wheat, and oats, there was, it will be observed, a decrease of imports in 1865, which is as nearly as possible, counterbalanced by the increase on Indian corn, barley, and rye. The deficient wheat crops of

the last two seasons on this side of the Atlantic,* and the abundant harvests on the other side—tending together to diminish at once both supply and demand—sufficiently account for the falling off referred to as far as wheat and flour are concerned; and the falling off in oats is easily explained by the mustering out of large bodies of cavalry. The crop of Indian corn in 1865 was the most abundant on record,† and the price of this cereal was further affected by the closing of many of the western distilleries in consequence of the high excise tax upon whisky. The crop of barley was also rather above than under the average, and the duties on spirits have greatly increased the demand for this cereal by the brewers, who are profiting largely by the financial burdens thrown upon the distiller.‡

The average prices of cereals during the last four years have been as follows :—

	1862.	1863.	1864.	1865.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Flour, extra .. per barrel	4 78	5 55	8 92	9 49
„ double extra ..	6 00	7 04	9 81	10 61
Wheat, Spring .. per bushel	0 92	1 14	1 71	1 57
„ Club ..	1 03	1 19	1 70	1 66
„ Red Winter ..	1 11	1 26	1 80	1 71
„ White ..	1 25	1 50	2 00	2 15
Indian Corn ..	0 43	0 70	1 37	0 70
Oats ..	0 40	0 64	0 77	0 57
Barley ..	0 83	1 21	1 54	1 19
Rye ..	0 61	0 88	1 40	1 02

It will be observed that, except in the articles of flour, and of the finest quality of wheat (white winter), the prices of 1865 are somewhat lower than those of the preceding year.

The discriminating rates of freight made by the through railway lines in favour of the eastern seaboard cities, have exercised a perceptible restrictive influence on the Buffalo flour trade.

Pork, Beef, &c.—The eastward movement of these articles during the five years 1861-65 was as follows :—

IMPORTS by Lake.

	Pork.	Beef.	Bacon.	Lard.
	Barrels.	Barrels.	lbs.	lbs.
1861.. ..	46,363	52,187	2,047,825	3,941,998
1862.. ..	171,552	123,301	25,687,657	22,471,204
1863.. ..	303,584	151,605	23,541,150	29,849,939
1864.. ..	159,932	141,717	10,929,380	19,232,166
1866.. ..	69,116	40,895	5,094,662	5,443,510

* The deficit in the wheat crop of 1865, as compared with the crop of 1864, has been estimated at 26,241,698 bushels.

† 704,427,853 bushels, irrespective of the Southern States.

‡ The manufacture of ale, porter, and lager beer in Buffalo during the three years 1863-65, shows the following progressive figures :—

	Barrels.
1863	58,274
1864	62,772
1865	92,127

The value of all the malt liquor sold here during 1865, is estimated at 900,000 dollars.

EXPORTS by Canal.

	Pork.	Beef.	Bacon.	Lard.
	Barrels.	Barrels.	lbs.	lbs.
1861.. ..	4,290	17,741	222,416	632,778
1862.. ..	126,421	53,826	4,242,483	6,549,454
1863.. ..	201,248	78,904	3,068,098	18,637,701
1864.. ..	61,250	82,428	200,337	2,872,413
1865.. ..	16,397	8,376	1,327,972	1,787,526

The decrease in this traffic is easily explained by the cessation of the war.

In 1863 the highest and lowest prices of pork per barrel, were 13 and 18 dollars; in 1864 they were 26 and 43 dollars; and in 1865 24 dollars 50 cents and 37 dollars.

The larger proportion of the eastward movement of the above articles falls to the share of the railroads.

Cheese.—This commodity, requiring speedy transport, shows a constantly increasing preference for railway conveyance. The movement by lake and canal given below is, therefore, no sure criterion of the real amount of the traffic, which is considerable.

	Lake Imports.	Canal Exports.
	lbs.	lbs.
1861	1,654,833	58,985
1862	1,313,030	80,238
1863	223,348	38,589
1864	36,480	4,237
1865	217,943	45,405

In 1863 the price of cheese ranged from 11 to 15 cents per lb.; in 1864 from 15 to 23 cents; and in 1865, from 13 to 22 cents.

Lake Fish.—The lake fisheries are much more important than is generally supposed, the annual catch representing a value of from 600,000 to 1,000,000 dollars.

The receipts at Buffalo, however, are small, and the shipments by canal are of no account whatever, as the demand is chiefly local, and, where not so, naturally prefers the speedier mode of conveyance.

The imports by lake were as follows:—

	Barrels.
1861	8,313
1862	8,647
1863	6,464
1864	5,089
1865	12,571

The average price of lake fish per half-barrel in 1865 ranged from 6 dollars 25 cents to 9 dollars 50 cents. Previous to the war, the ordinary range was from 2 dollars 50 cents to 4 dollars.

High Wines.—The eastward movement of the five years, 1861-65, was as follows:—

	Lake Imports.		Canal Exports.	
	Barrels.		Barrels.	
1861	111,372		45,759	
1862	113,253		38,007	
1863	120,900		65,180	
1864	80,071		30,680	
1865	18,233		9,272	

The high excise upon whisky has caused a number of the western distilleries to be closed, and has thus, as already pointed out, limited the local demand for Indian corn; although this limitation has been counteracted to a considerable extent by the multiplication of illicit distilleries.* During 1863 and 1864, when the revenue tax was gradually raised from 50 cents to 2 dollars (its present rate), large fortunes were made by speculating manufacturers.

The quantity of whisky manufactured in the principal distilleries of Buffalo, and the amount of tax paid upon the same, during the three years, 1863-65, stand as under upon the books of the Assessor of Internal Revenue:—

	Whisky Manufactured.		Tax Paid.	
	Gallons.		\$	
1863	2,977,901		360,887	
1864	2,305,881		975,629	
1865	199,749		186,682	

About 70,000 gallons of the make of 1865 were bonded and sent eastward.

In 1861, before the imposition of the internal revenue tax, the average price of whisky was 16 cents per gallon; in 1863, with a tax of 20 cents, the average price was half a dollar. The tax was raised on the 7th of March, 1864, to 60 cents, and on the 1st of July to 1 dollar 50 cents, and the price ranged during that year from 1 dollar 18 cents to 1 dollar 84 cents per gallon. In 1865, with a tax of 2 dollars, the range was from 2 dollars to 2 dollars 35 cents per gallon.

Coal.—The eastward movement of coal for the five years, 1861-65, was as follows:—

	Lake Imports.		Canal Exports.	
	Tons.		Tons.	
1861	88,776		38,030	
1862	84,523		28,947	
1863	71,323		20,125	
1864	65,224		30,043	
1865	68,141		28,283	

During the years 1864-65, frequent strikes among the colliers enhanced the price of coal enormously, and diminished the demand in proportion. The combinations too of the Pennsylvania Coal and Railway Companies operated in the same direction, for it must be observed that,

* In 1863, under the lower tax, the revenue from the Illinois distilleries was 26,000,000 dollars. In 1865, under the high tax, it was only 16,000,000 dollars. The revenue from the Buffalo distilleries, given lower down, shows a similar falling off.

in consequence of the high cost of labour and transport and the abundant local supply of wood, the immense western coal-fields are still almost untouched, so that the Pennsylvanian Collieries have, virtually, a monopoly of the market.

Besides the imports by lake a large tonnage reaches Buffalo by the lake shore, and the Buffalo and Erie Railways, as well as by the Erie Canal. The receipts by these various channels for 1865 were estimated at above 300,000 tons.

Iron and Copper.—The importation of these metals during the five years under review, was as follows:—

	Iron.		Copper.			
	Ore.	Pig.	Barrels.	Ore.	Bars.	Plates.
	Tons.	Tons.	No.	Tons.	No.	No.
1861	3,565	1,568	5,069	4,303	..	..
1862	10,017	3,168	9,077	2,373	458	1,179
1863	13,859	2,213	12,242	925	..	2,361
1864	21,459	1,454	7,024	1,061	..	1,864
1865	2,699	4,458	7,796	151	..	155

The influence of the war upon the demand for iron is easily traced in the foregoing Tables.

There are in Buffalo four blast furnaces, using a mixture of the Lake Superior and of the New York State ores. The latter are imported chiefly by canal, 5,818 tons having reached here through that channel in 1865.

Pig-iron is now so largely produced in the smelting furnaces of Lake Superior, that its importation is gradually gaining upon that of iron ore from the west.

The average price of the Lake Superior ores in 1865 was 6 dollars per gross ton, delivered free on board at Marquette. The freight from Marquette to Buffalo is 3 dollars per ton.

The following list of the iron manufactories in operation here during the year 1865, will give a fair criterion of the growing importance of this interest, for the development of which the geographical position of Buffalo offers exceptional facilities:—

No.	Description.	Estimated Value of Products.
		\$
5	Agricultural Machinery ..	412,583
4	Boilers, &c.	86,091
2	Bolts and Nuts	..
44	Blacksmitheries	101,257
1	Cutlery	13,558
1	Carriage Springs	4,038
2	Files	7,531
31	Foundries and Machine Shops .	1,309,770
5	Nails	167,612
2	Rolling Mills	2,586,127
1	Railroad Car Wheels	126,240
1	Scales	28,352
2	Stoves	684,572
2	Steam Guages	40,305
1	Saddlery Hardware	219,905
1	Tools	64,200
2	Wire Works	7,064

The above list is nearly double that on the census of 1860.

There are only five copper manufactories and five brass foundries in Buffalo, with an aggregate yearly production valued at 80,000 dollars.

Staves and Lumber.—The eastward movement of staves and lumber (shingles, timber, boards, and scantling) in the five years, 1861–65, was as follows:—

				Staves.		Lumber.	
				Lake Imports.	Canal Exports.	Lake Imports.	Canal Exports.
				No.	Tons.	Feet.	Feet.
1861	..	..	..	25,228,978	117,380	58,082,713	33,343,470
1862	..	..	..	30,410,252	148,679	125,289,971	88,327,978
1863	..	..	..	25,973,238	122,266	89,143,946	80,249,910
1864	..	..	..	26,760,333	131,470	143,593,046	111,609,890
1865	..	..	..	19,486,491	98,413	109,163,398	70,836,766

The stave and lumber trade contributes largely to the commercial prosperity of the lake towns. Illinois and the prairie states in general are deficient in timber, while Michigan has an inexhaustible supply of it. Many of the grain vessels, therefore, on their return trips to Chicago take up cargoes of timber at one or more of the Michigan ports on their route, and dispose of them at their port of destination. The New York canals also profit considerably by the movement of lumber towards the eastern seaboard, as this movement goes on chiefly during the summer months, when other classes of freight are least abundant.

The receipts of lumber by canal at Albany during the three years, 1863–65, were as follows:—

				Boards and Scantling.	Shingles.	Timber.	Staves.
				Feet.	Millions.	Cubic Feet.	lbs.
1863	..	..	..	243,611,500	21,223	307,700	146,746,300
1864	..	..	..	255,418,130	24,004	314,995	86,789,493
1865	..	..	..	258,997,965	24,046	136,174	25,045,329

The following Tables give a comparative view of the entire eastward movement, by lake and canal, for three years, 1863–65:—

LAKE IMPORTS.

(Including those by Lake Hudson Railway.)

Articles.				1863.	1864.	1865.
Ashes	..	..	casks	3,159	2,919	2,633
Alcohol	..	..	bbls.	9,095	3,177	3,740
Ale	..	..	..	23	37	111
Apples, green	..	..	..	..	267	56,081
Do., dried	..	..	..	2,132	409	2,513
Bacon	..	..	lbs.	28,541,150	10,929,380	5,094,662
Barrels, empty	..	..	number	6,803	6,822	4,525
Butter	..	..	lbs.	3,721,840	3,733,671	3,833,385
Beef	..	..	bbls. & tes.	151,605	141,717	40,895
Broom Corn	..	..	bls.	3,579	1,700	3,165
Barley	..	..	bus.	641,449	465,067	820,563
Beans	..	..	..	2,727	2,979	5,884

Lake Imports—continued.

Articles.	1863.	1864.	1865.
Bricks number	52,000	50,000	33,500
Bread, hard pkgs.	1,308	..	..
Buckwheat bus.	46	33	262
Beeswax pkgs.	35	269	62
Barytes bbls.	..	..	13
Bones and Bone dust .. pkgs.	15,672	15,982	13,402
Bones tons	215	669	205
Boat knees number	290	48	30
Cranberries bbls.	184	45	126
Clay "	308	1,044	160
Corn Meal "	50,633	21,236	32,155
Cattle (by lake) number	27,181	17,493	70,105
Cheese lbs.	223,348	36,480	217,943
Corn bus.	20,086,952	10,478,681	19,840,901
Clover Seed "	1,445	684	..
Candles boxes	1,376	3,249	1,994
Coal tons	71,323	65,226	68,141
Copper bbls.	12,242	7,024	7,796
" tons	1,279	1,061	152
Cotton bbls.	3,116	5,986	3,087
Cedar posts cds.	7	..	27
" number	5,695	3,097	965
Eggs bbls.	12,999	4,590	5,309
Flour "	2,978,089	2,028,530	1,788,393
Fish "	6,464	5,089	12,571
Flax and Tow bbls.	1,421	1,795	592
Flax Seed bus.	80,339	147,560	48,628
Furs pkgs.	529	8	5
Feathers sacks	262	452	135
Grindstones tons	2,865	4,162	6,876
Glassware pkgs.	8,425	7,860	11,629
Grease lbs.	2,245,550	697,691	415,463
Gunstocks bbls.	67,919	392,216	88,973
Glue pkgs.	2,756	2,963	943
Hogs, live (by lake) .. number	56,596	12,629	13,634
Hides "	193,257	198,399	170,251
Hops bbls.	387	229	49
Hempseed bbls.	550	..	75
Hogs, dressed (by rail) .. number	12,384	12,975	8,253
Horses "	611	481	2,725
Hoops "	15,711,622	17,535,245	9,238,400
Hoofs and Horns sacks	11,667	10,610	4,456
Iron Ore bbls.	..	1,680	39
Iron Scrap lbs.	3,892,400	3,381,256	3,304,225
Iron Ore tons	13,856	20,616	2,690
Iron, pig "	2,213	1,454	4,458
Lumber feet	107,527,698	143,593,546	109,168,398
Leather rolls	4,643	6,748	7,055
Lard lbs.	29,849,939	19,232,166	5,443,510
Lead "	9,167,440	4,263,033	2,305,781
Lath pcs.	1,937,180	1,778,800	1,473,500
Mill Feed lbs.	7,969,079	7,697,791	9,091,308
Mules number	..	4	6
Molasses bbls.	2	..	29
Malt bus.	1,520	3,800	15,146
Nails kegs	11,412	15,623	9,320
Nuts, Hickory bbls.	1,201	81	247
Oil "	12,525	7,857	13,598
Oats bus.	7,322,187	11,682,637	8,494,799
Oilcake sacks	71,255	72,225	40,089
" tons	729	592	..
Oars number	6,878	..	..
" tons	259	..	23

Lake Imports—continued.

Articles.	1863.	1864.	1865.
Oars feet	50,402	1,000	6,116
Oatmeal bgs. & bbls.	321	66	149
Oilcake bbls.	4,078	10,733	16,208
Potatoes bus.	2,545	7,152	5,825
Pork bbls.	303,584	159,932	69,116
Peaches, dried bags	10	112	11
Powder kegs	138	..	..
Pelts bbls.	592	1,732	571
Peas bus.	131,820	90,845	61,396
Provisions bbls. & tes.	3,794	8,919	..
Pelts number	29,600	..	..
Plaster tons	245	169	198
Paint bbls.	988	590	173
Pickets number	15,187	..	..
Rye bus.	422,309	638,727	817,676
Rags sacks	6,374	6,665	5,621
Railroad ties number	38,644	22,589	39,905
Skins bbls.	4,067	3,012	5,702
Stave bolts eds.	118	414	258
Sundries lbs.	5,694,500	5,063,432	4,140,329
Staves number	26,652,985	26,760,336	19,486,491
Steel lbs.	31,939	470,700	110,000
Sheep (by lake) number	33,824	10,559	68,803
" dressed "	3,805	118	272
Shingles "	16,934,870	10,424,800	9,314,225
Shooks bbls.	53,588	44,244	33,346
Ship knees tons	..	20	107
" number	798	760	43
Starch pkgs.	15,850	2,525	5,870
Saw Logs number	7,096	6,819	3,258
Salt bbls.	689	1,220	255
Stone tons	..	235	40
Seeds bus.	60,305	59,571	47,051
Timber cubic feet	41,955	7,500	..
Tallow lbs.	5,396,466	10,131,453	1,094,050
Tobacco boxes	9,706	10,107	2,751
" hhds. & bbls.	6,537	15,716	9,807
Timber Rafts number	15	10	..
Tan Bark eds.	334	2,081	3,619
Wheat bus.	21,240,348	17,677,549	12,437,888
Whisky bbls.	111,805	80,071	18,233
Wood cords	21,312	17,450	35,615
Wool bbls.	25,098	53,968	48,188

CANAL Exports.

Articles.	1863.	1864.	1865.
Ashes casks	514	237	299
Lumber 1,000 ft.	80,249,910	111,609,890	70,836,736
Timber 100 cub. ft.	65,046	7,602	4,200
Staves lbs.	264,531,330	262,939,650	196,826,002
Pork bbls.	201,248	61,250	16,397
Beef "	78,904	82,428	8,376
Bacon lbs.	3,068,098	200,337	1,329,972
Cheese "	33,589	4,237	45,405
Butter "	58,274	115	379
Lard "	18,637,701	2,872,413	1,787,536
Wool "	134,395	1,165,999	123,128
Hides "	270,831	1,125,180	588,439
Flour bbls.	409,792	126,820	142,018
Wheat bus.	19,404,308	16,138,386	10,202,154
Rye "	361,718	517,131	699,731
Corn "	18,980,442	9,757,022	18,474,331
Barley "	419,157	97,748	291,361
Oats "	6,527,498	11,178,564	7,900,451
Peas and Beans "	102,680	51,066	41,571
Bran, &c. .. lbs.	9,021,430	12,308,749	11,051,749
Dried Fruit "	267,310	515	..
Cotton "	3,376	1,454	8,463
Potatoes bus.	13,885	84	57
Tobacco lbs.	13,213	97,298	15,513
Hemp "	79,358	121,328	122,715
Seeds "	501,456	567,194	675,838
Elax Seed "	3,200,601	7,110,396	2,864,803
Hops "	17,936	890	..
Domestic Spirits .. gals.	2,607,106	1,340,882	370,880
Leather lbs.	9,143	1,125	47,279
Furniture "	181,348	128,316	159,654
Lead "	7,020,162	2,287,760	1,814,656
Pig Iron "	526,096	743,896	3,560,115
Bloom and Bar Iron "	608,381	563,051	394,433
Castings, &c. "	116,604	121,795	65,074
Domestic Salt "	900	117,200	..
Iron and Steel "	5,509,946	2,170,747	599,469
Crockery & Glass Ware "	195,147	134,032	434,197
All other Merchandise "	..	247,564	991,472
Stone, Lime, Clay "	7,588,610	9,824,387	7,708,608
Coal, Bituminous "	40,249,450	60,085,020	56,565,160
Copper Ore "	5,738,535	3,442,373	2,697,306
Sundries "	31,595,235	17,408,470	34,266,997
Oil Meal and Cake "	6,955,980	10,465,695	7,731,261
Molasses "	1,040	..	450
Nails and Spikes "	1,954,257	1,892,498	338,385
Iron Ore "	..	..	1,779,475

The total value of the eastward movement by canal in the three years above given, was as follows: 1863, 65,644,782 dollars; 1864, 83,374,127 dollars; 1865, 49,867,199 dollars.

Westward Movement.

The receipts at Buffalo from the east by canal are considerable, as the subjoined comparative statement will show:—

IMPORTS by Canal.

	1861.	1862.	1863.	1864.	1865.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of the Forests	16,015	23,094	18,830	24,791	22,655
" Animals	103	100	283	122	63
Vegetable Food	4,770	4,859	7,253	6,729	8,244
Other Agricultural Products ..	93	124	205	22	62
Manufactures	90,068	120,702	125,114	93,522	96,393
Merchandise	42,096	63,212	72,287	63,282	65,376
Other Articles	86,732	141,328	202,366	272,819	247,127
Total	239,883	353,422	426,338	461,287	39,920

On these totals the through tonnage to the Western States and Canada was as follows :—

	Tons.
1861	35,278
1862	52,945
1863	64,124
1864	57,338
1865	59,175

These figures represent all the statistics of the westward movement by lake which can be obtained. A considerable amount of this movement is carried on by screw propellers, running both independently and in connexion with the great through railway companies. No less than forty-nine of these vessels, with an average burthen of 720 tons, are owned in the district of Buffalo alone, and ply constantly throughout the navigation season between this and the other lake ports.

RAILWAY COMMERCE.

The principal railways centring in Buffalo are the Lake Shore Line, which places this town in communication with the great railway system of the West; the Buffalo and Lake Huron Line, connecting with the Grand Trunk Railway of Canada; and the New York Central and Erie Lines, both of which terminate in New York.

The Lake Huron Railway crosses the Niagara river by means of a floating steam bridge, which is registered at the Custom-house as an ordinary steamer. The traffic of this line is, therefore, included under the head of "lake commerce," as above given.

The main trunk of the Erie Railway, along which by far the greater portion of its traffic flows, has its western terminus at Dunkirk. A branch line, starting from Hornungsville, connects it with Buffalo, and is commonly known as the Buffalo, New York, and Erie division of this important railway.

The Annual Reports furnished by these lines to the State Engineer do not (except in the case of the New York Central) separate the eastward from the westward movement. The figures, therefore, in the subjoined Table contrast their aggregate freight traffic, during the last two years, in both directions. These figures show in every case, it will be observed, a falling-off which is easily accounted for by the termination of the war.

	Buffalo and State Line.		Buffalo, New York, and Erie.		New York Central	
	1864.	1865.	1864.	1865.	1864.	1865.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Products of the Forests ...	46,846	41,215	30,025	23,373	87,584	55,718
Animals ...	222,205	202,530	69,216	67,955	383,000	343,661
Vegetable Food ...	58,283	52,845	93,052	77,572	461,511	349,103
Other Agricultural Products	89,622	84,440	11,362	5,574	57,150	32,099
Manufactures... ..	62,136	57,346	43,506	31,358	112,267	71,484
Merchandise ...	121,299	108,696	40,833	24,105	287,804	258,043
Other Articles ...	85,341	73,257	76,251	48,870	167,832	160,191
Total	685,732	620,329	369,245	278,807	1,557,148	1,275,299

The entire earnings of the above lines during the same period, both in passengers and freight, were as follows :—

	1864.	1865.
	\$	\$
State Line	1,945,466	2,266,084
Buffalo, New York; & Erie.	1,030,232	1,012,463
New York Central ..	12,997,890	13,975,524

The increase of passengers on these lines, in 1865, more than compensated, financially, for the decrease of freight.*

COMMERCE WITH CANADA.

The proportion of the commercial movement of 1865, which belongs to Canada, is compared below with the same proportion of the movement of 1864.

Imports.

	In British Vessels.		In American Vessels.		Total.
	Free under Reciprocity.	Dutiable.	Free under Reciprocity.	Dutiable.	
	\$	\$	\$	\$	\$
1864.. .. .	785,920	79,227	1,854,418	94,818	2,814,383
1865.. .. .	1,316,538	81,286	4,433,163	126,280	5,957,267

Exports.

	Domestic Produce.		Foreign Produce.		Total.
	In American Vessels.	In British Vessels.	In American Vessels.	In British Vessels.	
	\$	\$	\$	\$	\$
1864.. .. .	372,917	419,812	2,465	..	795,194
1865.. .. .	176,970	523,169	..	..	700,139

There were no exports of foreign merchandise into Canada in 1865, except of goods in bond from New York.

The increase of imports in 1865 is a measure of the avidity with which America availed herself of the expiring Reciprocity Treaty. I give below a comparative view of the chief articles of commerce under this Treaty during four years :—

* The total length of the Lake Shore, Erie, and New York Central Railways is 1,244 miles. In the year 1865 the aggregate number of accidents upon them was as follows: killed, 147; injured, 123.

**LEADING articles of Canadian Produce imported free under the
Reciprocity Treaty.**

	1861.	1862.	1863.	1865.
Flour cwt.	291,582	183,435	241,308	233,644
Grain (all kinds) bus.	950,787	912,304	977,223	1,301,409
Hides and Skins. number	2,274	16,310	66,468	45,099
Ashes lbs.	74,850	40,800	45,308	103,250
Pelts number	2,332	12,743	9,542	34,903
Wool lbs.	123,188	253,681	303,053	186,940
Copper Ore, &c. . tons	27,070	28,889	..	..
Cattle, &c. .. . number	23,000	28,589	26,925	136,190

**LEADING articles of American Produce exported into Canada free under
Reciprocity.**

	1861.	1862.	1863.	1865.
Whale Oil .. . gals.	9,463	4,819	1,174	1,151
Candles .. . lbs.	..	3,950	..	..
Tallow .. . "	163,925	34,304	2,330	3,300
Cheese .. . "	124,242	131,100	69,676	42,755
Pork .. . bbls.	303	624	1,172	529
Bacon .. . lbs.	..	30,572	110,360	..
Lard .. . "	600	870	5,050	5,555
Wheat .. . bus.	132,292	210,216	297,337	292,049
Corn .. . "	108,601	119,851	129,917	69,122
Brown Sugar .. lbs.	8,855	3,127	..	..
Spirits of Grain . gals.	2,061	6,786	230	..
Molasses .. . "	4,854	6,710	150	5
Tobacco (manuf.) lbs.	107,288	26,971	2,491	..
Leather!.. . "	14,127	18,045	3,689	1,650
Boots and Shoes. pairs	3,170	1,671	1,110	366
Cables & Cordage lbs.	2,539	315	9,744	2,240

The vast preponderance of imports over exports is mainly due to the fact that Buffalo is essentially a port of importation, above all for the article of grain which forms by far the largest item on the list of Canadian produce. The Reciprocity Treaty was equivalent, as far as it went, to the commercial "annexation" of Canada. The argument, therefore, of the "balance of trade," whatever it may be worth, would have no more application to the preponderance of grain importations from Canada than it has to a similar preponderance from Chicago.

Buffalo, July 25, 1866.

CENTRAL AMERICA.

SALVADOR.

Report by Mr. Acting-Consul Keogh on the Trade of the Republic of Salvador, Central America, for the Year 1865.

THIS Return has been unusually delayed owing to the difficulty of obtaining the necessary information, and from the lateness of the publication of the Government Returns, which have only appeared very lately.

Owing to the great difficulty of obtaining any information as to the amounts of imports and exports in this Republic, and the utter impossibility to get correct returns—both the imports and exports being returned according to values placed upon them many years ago, which have never been altered, although the actual value of many things (cotton for instance) has increased greatly—this Report can only be received as an approximate in these respects.

During the year the trade of the country has been satisfactory, and, to those engaged in it, I should say profitable; for at times very high rates ruled for dry goods, and for exports good prices have also been obtained, particularly for coffee, which sold for higher rates than have been customary. The crops of coffee and sugar were large, and of fair quality; that of cotton, very small and declining. This branch of agriculture is dying out here, owing to their not being able to compete with other producing countries, on account of the great expense of cleaning, packing, and exporting it. The exports for the year amount in value to 2,119,520 dollars, against 2,306,334 dollars last year; but these figures are very erroneous, for, taking coffee for instance, it is valued at 10 dollars per quintal (100 lbs.), whereas the bulk of the crop this season was sold, I am informed, at 12 dollars per quintal, and some as high as 12 dollars 4 cents. The exports were as follows:—

	\$
Indigo	1,602,000
Coffee	107,399
Cotton	70,024
Sugar (Moscovado)	77,468
Tobacco	28,324
Hides	21,782
Balsam	16,768
Rice	14,211
Bullion and Specie	93,605
Cigars	10,567
Minerals	20,850
Sugar (Clayed)	10,958
Skins	5,139
Miscellaneous, comprising Mats, Timber, Hats, Scarfs, India-rubber, Hammocks, Skins, Starch, Baskets, Sheep, Fowls, Fruits, Sweets, &c., &c.	40,425
Total	2,119,520

The amounts exported from the respective ports were as follows:—

	\$
La Union	1,209,150
La Libertad	603,080
Acajutla	307,290
Total	2,119,520

The value of the imports is estimated at 2,213,400 dollars ; but taking the cotton manufactures, which form the large majority, at their ruling values, these figures would be largely increased, say at least 20 per cent.

The shipping is principally carried on by the Panama Railway Company's steamers, "Guatemala," "Salvador," and "Ponkersburgh," one of them calling at these ports about every fortnight. Only four British sailing vessels, of an aggregate tonnage of 761 tons, brought imports during the year ; two French vessels, with wines, &c., of 384 tons ; one Italian barque, of 150 tons ; and three Americans, with an aggregate tonnage of 570 tons, trading to California.

Though I cannot possibly state the countries from whence these imports came, and to which the exports were sent, from want of such returns, yet I can state with certainty that England enjoys by far the largest share of both, the United States coming next, and then France, for although there is a considerable trade done on this coast with California, Peru, Chili, and our neighbouring States, still the amount, in comparison with the three countries named, is not worth mentioning.

The great bulk of the imports of this State are English manufactures, cotton goods, and a fair share of hardware and pottery. From the United States they have lately brought cotton gins and presses, and agricultural implements, such as ploughs, corn-shellers, &c. ; but as the cotton-growing is fast dying out, there are many gins and presses now out of use, which cannot be sold, and are now lying on the owners' hands.

By far the largest quantity of all the more valuable products of this country go to Great Britain, such as indigo, coffee, Moscovado sugar, cotton, and balsam ; and the United States take a share of the inferior indigos (these, in many instances, selling better there), coffee, cotton, balsam, and a large share of the hides and skins. France takes a proportion, though small, of the indigo, coffee, and balsam ; California takes Moscovado and clayed sugar, coffee, tobacco, and some timber ; and our neighbouring Republics, with Panama, Peru, and Chili, take a variety of miscellaneous articles, including a small quantity of indigo, coffee, clayed sugar, timber, and tobacco, and the bulk of the cigars, mats, hats, womens' scarfs, hammocks, starch, baskets, sweets, &c., &c.

There is not much hope of any great increase of prosperity to the country from this present Government. They have, since their accession to office, been systematically adopting the backward policy of increasing duties, taxes, &c., whenever they can ; and there are few of these imposts which have not been increased in some way or the other, directly or indirectly, and nothing is now admitted free as formerly. Machinery, and anything pertaining to the arts and sciences, used to be free ; now they have duties to pay.

Notwithstanding that they show, by an estimate lately published for the current year, a surplus of income over expenditure of 200,000 dollars, I am credibly informed that a scheme for a new tariff, with increased duties on imports, has been engaging the serious attention of the Government.

Foreigners meet with no great encouragement here, and there are no inducements offered for an influx of emigrants or foreign capital, both of which are so much needed ; and this is to be lamented, for without the foreigners and their capital the country is almost incapable of anything, and no hopes of any advance can be entertained.

Sonsonate, July 6, 1866.

FRANCE.

MARSEILLES.

Report by Mr. Consul Mark on the Trade of Marseilles for the Year 1865.

THE trade of this town during the year 1865 has nowise responded to public expectation, and several reasons may be adduced to explain the stagnation therein, which becomes apparent upon reviewing the statistics which have just been presented to the public by the Chamber of Commerce of this city.

An unhappy visitation of the cholera during the summer and autumn of the year drove away a large part of the population for several months, and the quarantine established throughout the Mediterranean contributed, with this exodus of the people, mostly merchants and tradesmen, in inflicting a severe blow upon the commercial operations of the year. The failure of a large sugar-refining company likewise caused much direct injury to this community, and produced a considerable slackness in the shipping business, at the same time seriously affecting a great many commercial houses connected with the extensive imports and exports of sugar.

The French and foreign ships that visited Marseilles during last year were fewer in number than in 1864; but as larger ships are annually coming into use, the gross amount of tonnage was greater by nearly 80,000 tons in 1865 than in the preceding year. Nearly 100,000 tons more merchandise were imported, and about 50,000 more exported from Marseilles in 1865 than in 1864. The principal increase of shipping during the year has been on the side of the foreign mercantile marine, that of France not showing very favourably at present. The steam shipping belonging to the port has been considerably increased by the addition of several large new steam-packets to the fleets of the Messageries Impériales and other companies. The sailing vessels belonging to the port are, however, diminishing annually in number.

	ENTERED.		CLEARED.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
French Steamers	2,003	673,385	1,977	663,356
Foreign „	502	199,550	490	187,702
French Sailing Ships	3,887	388,684	3,809	376,940
Foreign „	2,476	486,178	2,407	464,131
Total	8,868	1,747,797	8,683	1,690,129

RETURN of the Foreign Shipping which Entered and Cleared at Marseilles
in the Year 1865.

	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Great Britain	241	137,454	7,971	242	136,045	7,971
Austria	233	83,692	2,473	210	70,468	1,921
Belgium	2	556	19	2	556	19
Brazil	1	382	10	2	1,087	24
Denmark	8	1,682	74	8	1,682	74
Spain	516	86,705	8,460	498	85,680	8,334
United States	23	10,703	254	23	10,703	257
Greece	251	64,611	2,505	252	64,012	2,414
Hanover	7	2,105½	52	6	912½	35
Italy	1,342	220,108	14,069	1,327	217,678	13,808
Mecklenburg	12	3,660	140	13	3,816	150
Holland	26	11,766	488	26	11,268	468
Oldenburg	4	775	30	4	775	30
Portugal	5	1,150	56	4	971	46
Prussia	21	6,622	209	26	7,904	251
Rome	4	435½	29	4	435½	29
Argentine Republic	1	270	11	1	270	11
Russia	127	50,800	2,340	128	48,924	2,281
Sweden and Norway	83	29,885	963	79	27,837	907
Turkey	11	2,217	146	6	1,269	87
Uruguay	8	2,213	99	10	1,232	132
Hanseatic Towns	9	4,358	131	12	5,605	152
Total	2,935	722,152	40,529	2,883	699,130	39,401

During 1865 there were 241 British ships entered, and 242 cleared at this port.

ARRIVALS.

Nature of Cargo.	Number of Vessels.
With India Mails, Passengers, and Bales of } Silk (Steamships)	49
Sugar	38
General Cargo	31
Coals	30
Oil Seeds	16
Petroleum	15
Pig Iron	11
Cotton	9
Wheat	5
Coffee	4
Pitch	3
Spirits	3
Slaves	2
Asphalt	2
Bricks and China Clay	1
Tobacco	1
Planks and Deals	1
Ballast	20
Total	241

DEPARTURES.

Nature of Cargo.	Number of Vessels.
With General Cargo	70
With India Mails, Passengers, and Specie } (Steamships)	48
Oilcake	52
Coals	8
Salt	4
Sugar	4
Flour	4
Bricks	2
Wine	2
Lime	1
Copper Ore	1
Lead Ore	1
Petroleum	1
Madder	1
Ballast	43
Total	242

The foregoing Tables show a considerable increase in 1865, both in the numbers and in the tonnage of the British vessels as compared with 1864, when the figures were 232 vessels of 101,134 tons entered, and 231 vessels of 99,667 tons cleared.

On reviewing the trade of the year, it appears that in thirty-five of the principal branches of manufacture, and of importation and exportation, there has been a slight increase on nineteen of them, and a decrease on sixteen. The manufacture of soap, which is one of the principal sources of wealth to Marseilles, is gradually falling off, and the exportation thereof may shortly cease altogether, unless the Municipality of Marseilles speedily makes up its mind to discontinue the taxes unwisely levied on the ingredients used in its fabrication. The business of sugar-refining, until lately carried on here on a very large scale, also suffered severely by the wild speculation connected therewith; and it will not again easily attain its former position. The merchants of Marseilles, instead of placing their chief reliance on their own energy and enterprise, are much too prone to look to Government for aid and assistance in pushing the trade of Marseilles, forgetting that every port of France has equal claims on the fostering care of the State. Government has, however, already largely assisted the town in constructing its splendid ports; and it now principally depends upon the Town Council and the inhabitants themselves to keep down the public expenditure, which is gradually burthening the town with debt and consequent taxation, and rendering living in the town so dear that few branches of trade can now legitimately thrive here.

The following figures will show the course of trade at Marseilles during 1865, as compared with the preceding year.

Wheat.—The importation of wheat at Marseilles during 1865 did not exceed 2,426,920 hectolitres against 2,826,000 in 1864. The harvests were generally so good last year, and there was so much grain remaining over from 1864, that wheat could scarcely be sold for a remunerative price. About 42,280 tons of flour were exported in 1865, against 15,304 in 1864. The consumption of flour in Marseilles during 1864 was 37,927 tons, whilst that of 1865 amounted to 35,651 tons only.

Oil-seeds.—There was a large increase in the importation of oil-seeds in 1865 as compared with the preceding year.

			Metrical Quintals.
1864	..	..	1,156,805
1865	..	..	1,365,480

Sugar, imported—

			Tons.
1864	..	..	54,732
1865	..	..	97,415

Sugar, exported—

			Tons.
1864	..	..	56,691
1865	..	..	71,466

Coffee, imported—

			Tons.
1864	..	..	15,166
1865	..	..	17,068

Silk, imported—

					1864.	1865.
					Bales.	Bales.
China	..	..	..	..	6,894	19,031
Japan	..	..	..	..	2,917	8,103
Bengal	..	..	..	..	1,087	3,741
Levant	..	..	..	..	12,990	8,667
Total	..	..	..	..	23,888	39,542

Cocoons, &c.—In 1864 about 542,000 kilogrammes of cocoons were imported, and in 1865 nearly 664,000.

About 25,000 kilogrammes of silkworms' eggs have likewise been imported during 1865.

Wool—

			Bales.
1864	..	..	131,400
1865	..	..	125,999

The above figures represent the quantity of wool imported here in 1864 and 1865 respectively. A considerable amount of wool that would have come to Marseilles was kept back in Persia and Syria owing to the prevalence of the cholera here.

Cotton.—173,719 bales of cotton were imported here in 1864, and 194,852 in 1865. About 25,000 bales were exported to Spain and 30,000 to Switzerland during the past year.

Hides.—There was a considerable increase in the importation of hides during the past year. As many as 787,589 were imported during 1865 against 643,330 in 1864.

Petroleum.—This oil still arrives here in large quantities, 91,597 barrels having been imported here in 1865, and 100,513 in 1864.

Lard Oil.—The importation of this article has increased during the last year, 14,000 tons having been landed here in 1864, and 16,500 in 1865.

Olive Oil.—The regency of Tunis sent about 9,000 tons of olive-oil here last year, and about 1,500 tons were imported from other parts of the Mediterranean. These figures together show a considerable falling off from 14,500 tons imported here in 1864.

Oil Cake.—Of 73,500 tons of oil-cake manufactured here in 1864, about 14,000 tons of the superior sorts were exported to England. The

manufacture reached 84,000 tons in 1865, whereof 25,000 tons were sent to England.

Soap.—About 5,000 tons only of soap were exported during 1865, a falling off of nearly 1,000 tons from the figures of 1864. The manufacture of this commodity is rapidly declining; it fell from 60,000 tons in 1864 to 43,000 in 1865.

Coals.—Whilst the returns for 1864 and 1865 respectively show an importation of from 500,000 to 520,000 tons of French coals at Marseilles, the consumption of English coals appears to have amounted to 10,000 or 12,000 tons only during the same years.

About 170,000 tons of lignite were brought into town last year from the mines in the neighbourhood, and were used principally in the forges and smelting works. The demand which formerly existed for this class of fuel for use in Italy no longer manifests itself, English coals having supplanted the Marseilles lignite in that market.

Timber, &c.—The fluctuations in the timber trade will be seen by the following figures:—

	1864.	1865.
Imported from the Adriatic—		
Staves	5,000,000	7,000,000
Pine Timber Stères	13,000	7,000
Deals, Planks, &c... Dozen	100,000	75,000
Imported from America—		
Staves	1,000,000	1,000,000
Imported from the Baltic—		
Deals, Planks, &c... Dozen	35,000	38,000

— There was a great increase in the importation of staves last year owing to the great demand for barrels for the large crop of wine.

Dye Woods.—The total amount of dye woods imported into Marseilles during 1865 did not exceed 8,000 tons, received from the following countries:—

	Tons.
Laguna	3,600
St. Domingo	2,300
Spanish Main	2,100
	<u>8,000</u>

9,300 tons were landed at Marseilles in the year 1864 from the same sources.

Salt Fish.—This trade is very stagnant, 4,300 tons of salt fish having been imported here in 1864, and 4,080 only in 1865.

Sulphur.—There has been a large falling off in this business during the past year. 20,100 tons of sulphur were imported here in 1864, and 14,000 in 1865. This decrease is largely accounted for by the diminution of the vine disease, sulphur being used as a preventative of the oidium.

Wines.—The crop of wine last year was so large, and prices fell so considerably, that there would have been an unusually large exportation, had it not been for the difficulty of obtaining barrels for the conveyance of such quantities of liquid. In addition thereto, the working coopers have of late become so exorbitant in their demands for wages, that there is reason to believe that their proceedings may lead to a serious diminution of the wine trade at Marseilles. In 1864 the quantity of wine exported reached 25,000 tons, that of 1865 rose to 29,000.

Spirits.—In 1864 about 9,000 tons of spirits were imported, and a few pipes only in 1865. In the former years 5,752 tons were exported, and in 1865 nearly 6,000.

Metals.—The importation of pig iron during 1865 has been fully one-third below that of 1864, which reached 6,164 tons. This trade will probably cease before long, for the local furnaces are now nearly able to supply the demand, and large quantities of the ores of Algeria are now brought here and smelted very advantageously.

There is less business done every year in copper, and any ore arriving here from the Mediterranean ports now appears merely to pass through Marseilles in transit for England.

The importation of lead ore has likewise fallen off greatly during the past year, the ruling prices at Marseilles offering little inducement to the trade.

GENERAL REMARKS.

Notwithstanding the stagnation in trade during the last few years the population of Marseilles continues to increase rapidly. According to the census of 1861, there were 260,910 inhabitants in the town, and I have no doubt that, when the census is again taken, the numbers will be found to reach 300,000. In some respects this rapid increase of the population must be looked upon as a serious evil. The published returns of commerce show no material increase in the trade of Marseilles since 1861, when the population numbered 260,000 souls. The profits upon all sorts of business in Marseilles have, by all accounts, been smaller and smaller every year successively; payments generally throughout the town have become daily more difficult, and to take a homely view of things, it may be said that 300,000 persons are now feeding upon the same sized loaf that nourished 260,000 in 1861.

The great demand for house accommodation created by this rapid increase of the population, coupled with the reluctance of the Marseilles merchants, throughout the whole period of the American war, to embark capital in general business abroad, led to much capital being invested in building and land schemes. This population, therefore, like that of Paris, has thrown itself into the full whirl of rebuilding and embellishing the town, and though much has been done by private enterprise, the town finds itself saddled with a debt of nearly 4,000,000*l.*, aggravated, more or less, by interest at 6 per cent. per annum, to meet which funds have to be provided by all available means. The Octroi is the principal element counted upon for the purpose, and it was found last year to reach 9,018,097 francs gross, and 8,187,762 net, after deducting the expenses of collecting. This gives about 30 francs 40 centimes per head of the population as the amount of indirect municipal taxation paid. The rents of houses have risen fearfully of late years, and as the direct imperial and local taxes are based on the rent paid, there is one universal outcry against the increasing weight of the contributions, and it is being found that several trades and professions can no longer be carried out in a place where the expenses of living are already so heavy, and where the general aspect of things seems to offer no sign of improvement in this respect.

The subjoined Table of the Octroi duties collected in several of the large towns of France will enable any one to judge of the comparative cost of living in any of them.

				Population.	Total of Octroi Duty collected.	Average rate per Head of the Population.
					Francs.	Frs. c.
Paris	..	..	..	1,700,000	86,000,000	50 50
Lyons	..	..	..	293,373	7,663,566	26 09
Marseilles	..	..	..	300,131	9,018,007	30 40
Bordeaux	..	..	..	173,120	3,415,701	19 65
Strasbourg	..	..	..	65,120	770,308	11 90
Havre	..	..	..	64,137	1,292,893	20 16
Brest	..	..	..	41,512	550,830	13 20
Mulhouse	..	..	..	45,981	389,241	8 50
Cherbourg	..	..	..	38,271	439,297	11 55
Boulogne	..	..	..	36,265	361,891	9 97
Dunkirk	..	..	..	32,000	381,713	11 97
Bayonne	..	..	..	25,000	365,311	14 61

The engineering works connected with the extension of the port of Marseilles are being gradually carried forward. It is to be regretted, however, that the promised dry docks are not yet fairly pushed forward, these being perhaps amongst the greatest desiderata, and would, if speedily completed, render the port every way more attractive than it actually is.

The Customs' duties collected at Marseilles in 1864 amounted to 21,341,216 francs, and in 1865 they only reached the sum of 17,587,445 francs.

There has been a considerable falling off in the shipments of bullion and specie. In 1864 the imports at Marseilles amounted to 137,000,000 francs, and the exports to 428,000,000 francs. In 1865, 112,277,600 francs were landed here, whilst 229,740,987 francs were exported. Of this latter sum 85,491,737 francs left Marseilles by the vessels belonging to the Peninsular and Oriental Steam Navigation Company.

Marseilles, 1865.

GERMANY.

FRANKFORT-ON-THE-MAINE.

Report by Mr. Consul Kuchen, on the Trade of the Zollverein, during the Year 1865.

THE commercial results of the year 1865 are in general very satisfactory for the Zollverein.

I.—TRADE AND COMMERCE.

Imports.—The want of authentic reports renders any statistics as regards the exports impossible, whereas a survey of the imports, as compared with those of the year 1864, considering the amount of articles, shows a not unimportant increase.

	1865.	1864.	Difference in 1865.	Per Cent. of the Total Revenue of the Zollverein.
	Centners.	Centners.	Centners.	
Cotton	1,206,620	1,018,639	+ 187,981	..
Cotton Yarns	162,617	134,549	+ 28,068	1·6
Cotton Goods	12,755	7,094	+ 5,661	1·1
Lead	16,663	4,849	+ 11,813	..
Soda	216,979	101,502	+ 115,477	..
Dye Woods	587,232	563,731	+ 23,501	..
Saltpetre	230,591	161,624	+ 68,967	..
Sulphur	375,091	390,974	— 15,883	..
Iron	3,577,095	2,216,592	+ 1,360,503	4·1
Wrought Iron	111,814	106,585	+ 5,229	} 1·2
Common and Cemented Steel ..	49,836	41,710	+ 8,126	
Casts	193,307	293,651	— 100,344	
Hardwares	57,994	58,337	— 43	1·6
Wood	199,848	108,558	+ 91,290	..
Copper	152,128	115,073	+ 37,055	..
Zinc	32,142	1,267	+ 30,875	..
Tin.. .. .	51,060	47,487	+ 3,573	..
Linen and Jute Yarns	114,252	143,633	— 29,381	1·5
Combed Woollen Yarn	52,546	51,416	+ 1,130	..
Wrappers (chiefly Jute)	45,695	29,713	+ 15,982	..
Linens	24,943	48,524	— 23,581	..
Beer	62,356	14,704	+ 47,652	..
Oranges, Lemons, &c.	71,835	66,745	+ 5,090	..
Old Raisins, Figs, &c.	217,248	214,701	+ 2,547	3·6
Spices	79,554	74,887	+ 4,667	2·2
Herrings	1,306,271	1,276,198	+ 30,073	1·8
Cheese	48,654	44,279	+ 4,375	..
Coffee	1,454,512	1,398,837	+ 55,675	30·4
Raw Sugar	243,709	251,243	— 7,534	4·3
Rice	614,634	595,634	+ 18,950	2·6
Salt	731,408	423,173	+ 308,235	..
Tobacco	628,257	605,238	+ 23,019	10·5
Olive Oil	28,392	19,622	+ 9,770	..
Denaturalized Oil	202,883	125,455	+ 77,428	..
Petroleum and other Oil in Casks	1,000,404	723,431	+ 271,973	1·7
Cod Liver Oil	163,866	145,161	+ 18,405	..
Coals	20,756,120	14,671,856	+ 6,084,264	..
Wool	702,887	491,248	+ 211,639	..
Single Woollen Weft	222,102	213,071	+ 9,031	..
Worsted Knittings	16,611	14,172	+ 2,439	..
Woollen Goods	36,097	25,219	+ 10,878	2·4
Flax and Hemp	494,173	323,792	+ 170,381	..
Wine in Casks	287,365	194,982	+ 92,383	} 6·1
Wine in Bottles	53,453	41,666	+ 11,777	

The increase in the articles marked + is to be attributed to the reduction of the duty according to the new Customs' treaties

The falling off in linen yarns is explained partly by the augmentation of the import duty on Austrian yarns, which, in consequence of the German-French Commercial Treaty, has been raised from one-half to two thalers, and also by the diminution in the price of cotton, and the extensive productions of the Zollverein spinning factories.

Banking Discount.—The joint stock banks did a profitable business in the past year. The following dividends, including interest, have been declared by the forty banks now established :—

Name of Banks.	1865.	1864.
	Per Cent.	Per Cent.
Berlin Kassenverein	8 $\frac{1}{2}$	7 $\frac{1}{10}$
Bank of Brunswick	0	0
Bank of Bremen	6 $\frac{1}{2}$	7 $\frac{3}{10}$
Bank of Breslau	8 $\frac{2}{5}$	..
Private Bank of Dantzic	7 $\frac{3}{10}$	7 $\frac{1}{2}$
Bank of Dessau	7 $\frac{1}{2}$	6
Bank of Frankfort-on-the-Maine	7	7 $\frac{1}{2}$
Vereins-Casse of Frankfort-on-the-Maine	4	..
Bank of Gera	7 $\frac{3}{8}$	8
Bank of Gotha	7 $\frac{1}{2}$	7
Hamburg Vereins-Bank	8 $\frac{1}{32}$	7 $\frac{21}{32}$
Hamburg North of Germany	9	7 $\frac{8}{8}$
Bank of Hanover	5 $\frac{1}{2}$	5 $\frac{3}{8}$
Bank of Homburg	6 $\frac{1}{2}$	5 $\frac{1}{2}$
Vereins-Bank of Kiel	..	..
Private Bank of Cologne	6	6
Private Bank, Königsberg	6	6 $\frac{1}{2}$
Commerz Bank, Lübeck	5 $\frac{3}{4}$	6
Private Bank, Lübeck	6	7 $\frac{1}{8}$
Bank of Luxemburg	6	4
Bank of Magdeburg	5 $\frac{1}{2}$	5 $\frac{9}{10}$
Bank of Sax-Meiningen	7	7 $\frac{1}{4}$
Bank of Pomerania	6 $\frac{1}{2}$	6
Posen Provincial Bank	6 $\frac{1}{2}$	7
Bank of Prussia	10 $\frac{1}{2}$	10 $\frac{1}{20}$
Darmstadt South of Germany	7 $\frac{1}{2}$	8
Bank of Thuringia	2	4
Bank of Weimar	6 $\frac{1}{2}$	7
Bank of Bavaria	8 $\frac{1}{2}$	8 $\frac{1}{5}$
Berlin Discount Company	6 $\frac{1}{2}$	6 $\frac{1}{2}$
Berlin Trading Company	8	8
Bank of Bückeburg	6	6
Bank of Darmstadt	6 $\frac{1}{2}$	6
Bank of Coburg	8 $\frac{1}{4}$	8
Bank of Leipsic	8 $\frac{1}{5}$	10
Leipsic Credit Bank	0	4
Bank of Rostock	6 $\frac{1}{2}$	6 $\frac{7}{12}$
Schaafhausen's Banking Company Cologne	7	7 $\frac{1}{2}$
Banking Company of Silesia	7	7 $\frac{1}{2}$
Dessau Credit Bank	0	0

The state of the money market was, during the whole of the year, generally favourable, and the discount comparatively low.

The following Table shows the rates of discount of the Bank of Prussia and the Bank of Frankfort-on-the-Maine, as compared with those of the Bank of England :—

			Bank of England.	Bank of Prussia.	Bank of Frankfort-on- the-Maine.
			Per Cent.	Per Cent.	Per Cent.
January 2	..	..	6	6	5
" 13	..	..	5½	6	5
" 27	..	..	5	5	4½
March 4	..	..	4½	4	4
April 4	..	..	4	4	3½
May 6	..	..	4½	4	3½
June 1	..	..	4	4	3½
" 2	..	..	3½	4	3½
" 15	..	..	3	4	3½
August 1	..	..	3½	4	3½
" 5	..	..	4	4	3½
September 29	..	..	4½	5	3½
October 3	..	..	5	6	4½
" 6	..	..	6	6	4½
" 9	..	..	7	7	5½
November 24	..	..	6	7	5½
December 29	..	..	7	7	5½

The rates of exchange on London, and the quotations for 5/20 United States Bonds, which have their principal market in Frankfort, were as follows:—

			Bills on London per £10 Short Sight.		5/20 United States Bonds.	
			Highest.	Lowest.	Highest.	Lowest.
January	..	..	118½	118	53¼	46¾
February	..	..	119½	118¾	56½	51¼
March	..	..	119¾	119	58½	52½
April	..	..	119½	119½	71½	59½
May	..	..	119¾	119¼	72½	67¾
June	..	..	119¾	119½	78	70¾
July	..	..	119¾	119¾	76½	72¾
August	..	..	120¼	119¾	73½	71½
September	..	..	120	119½	72¾	70¾
October	..	..	120½	119¼	72½	68¾
November	..	..	119¾	118½	69	67½
December	..	..	119½	118½	70¾	66½

The high rate of exchange on London, which was on the average 119½, is explained by the rise in the price of gold, and the great demand for answering the 5/20 United States Bonds, which were bought on German account to an immense amount, and were to be paid in remittances on London.

Mines and Mining Operations.—The capital invested in mines and mining operations is very considerable, only a small part, however, of the same enjoy a remunerative rate of interest. Those companies which have yielded no dividends took their rise for the most part during the bubble epoch of the year 1857, and bought their claims to mines from private hands at such an enormous price that one cannot be surprised at the mournful result of their enterprise.

The following is a statement of the different companies, of their capital, and of their last dividends:—

Name of the Company.	Seat of the Company.	Capital.	Dividend Per Cent.
		Thalers.	Thalers.
Aggerthal Copper Mining Company ..	Hanover ..	1,250,000	0
Arenberg Mines and Mining Operations ..	Essen ..	1,000,000	0
Baden Zinc	Mannheim ..	800,000	0
Belgo-Rhenish Coal Mining Company ..	Düsseldorf ..	540,000	0
Bergisch Mines and Mining Operations ..	Düsseldorf ..	1,000,000	6
Bergisch-Rhenish Mines & Mining Operatns.	Düsseldorf ..	80,000	0
Bochum Mines and Cast Steel	Bochum ..	1,000,000	13
Bochum Coal Mining Company	Bochum ..	900,000	..
Bonn Mines and Mining Operations	Bonn ..	400,000	0
Borussia Coal Mining Company	Dortmund ..	600,000	3
Caroline Coal Mining Company	Essen ..	450,000	0
Chemnitz Coal Mining Company	Chemnitz ..	1,000,000	0
Colonia Mining Company	Bochum ..	300,000	0
Concordia Coal Mining Company	Oberhausen ..	1,100,000	0
Concordia Mines and Mining Operations ..	Eschweiler ..	875,000	5
German-Dutch Mining Company	Duisburg ..	1,000,000	0
Dillingen Mining Operations	Dillingen ..	1,500,000	12
Dresden-Possendorf Coal Mining Company	Dresden ..	350,000	3
Düsseldorf Mining Operations	Düsseldorf ..	800,000	0
Elbhütten Mining Operations	Hamburg ..	1,500,000	0
Erlach-Leipsc Coal Mining Company ..	Leipsc ..	400,000	0
Erzgebirg Coal Mining Company	Zwickau ..	240,000	25
Erzgebirg Slate Company	Leipsc ..	150,000	0
Eschweiler Mines and Mining Operations	Eschweiler ..	850,000	5
Fortschritt Peat Bogs	Meuselwitz ..	150,000	10
Frederic-William Mining Operations ..	Mülheim ..	768,000	4½
Frederic von Rammelsberg Mining Operations.	Freiberg ..	150,000	0
-George-Mary Mines and Mining Operations	Osnaburg ..	1,500,000	6
Gessner & Co. Slate	Nuttlar ..	125,000	6
Glück Auf Coal Mining Company	Mülheim ..	605,000	0
Gottes Segen Coal Mining Company	Chemnitz ..	264,000	0
Greiz Mining Operations	Greiz ..	100,000	0
Hänichener Coal Mining Company	Dresden ..	240,000	5½
Hanover Coal Mining Company	Düsseldorf ..	1,000,000	0
Harpener Coal Mining Company	Dortmund ..	1,100,000	5
Helios Mineral Oil	Dortmund ..	400,000	0
Hellweg Coal Mining Company	Unna ..	1,000,000	0
Hörder Mines and Mining Operations	Hörde ..	2,900,000	9
Holland Coal Mining Company	Wattenscheidt.	500,000	0
Ida-Hoffnungshütte Mining Company ..	Gleiwitz ..	600,000	0
Ilseeder Hütte Mining Operations	Ilseeder ..	650,000	0
Cologne-Müsener Mining Company	Cologne ..	1,500,000	3
Cologne Mining Company	Cologne ..	2,000,000	0
Kronstadt Mines and Mining Operations..	Kronstadt ..	2,900,000	0
Lenne-Ruhr Mines and Mining Operations	Dortmund ..	500,000	4
Leopold Mining Operations	Dortmund ..	380,000	0
Lüneburg Mining Operations	Lüneburg ..	500,000	0
Lugau-Erlbach Coal Mining Company ..	Zwickau ..	1,650,000	0
Lugau-Niederwürschnitz Coal Mining Co..	Leipsc ..	200,000	3
Märkisch-Westfälisch Mining Company ..	Letmathe ..	500,000	15
Mark Coal Mining Company	Duisburg ..	300,000	0
Magdeburg Coal Mining Company	Magdeburg ..	500,000	0
Massener Coal Mining Company	Dortmund ..	1,500,000	0
Maximilianshütte Mining Operations	Regensburg ..	1,000,000	9
Mecklenburg Mining Operations	Schwerin ..	60,000	0
Medio-Rhein Coal Mining Company	Duisburg ..	500,000	0
Miesbach Coal Mining Company	Munich ..	850,000	0
Minerva Mines and Mining Operations ..	Breslau ..	4,000,000	0
Mittelrhein Copper Mining Company ..	Berlin ..	600,000	0
Montania Coal Mining Company	Dresden ..	1,000,000	0
Neu-Essen Coal Mining Company	Essen ..	500,000	3

Name of the Company.	Seat of the Company.	Capital.	Dividend Per Cent.
		Thalers.	Thalers.
Neu-Iserlohn Coal Mining Company ..	Witten ..	600,000	0
Neu-Oeger Mines and Mining Operations ..	Neu-Oeger ..	946,000	2
Neu-Schottland Mines and Mining Operations.	Dortmund ..	2,000,000	3
Niederwürschnitz Coal Mining Company..	Leipsic ..	110,000	5
Niederwürschnitz-Kirchberg Coal Mining Company.	Freiberg ..	550,000	0
Oberhessische Mines & Mining Operations	Giessen ..	2,000,000	..
Obernhoendorf-Forster Coal Mining Co. ..	Zwickau ..	175,000	11½
Obernhoendorf-Schader Coal Mining Co. ..	Zwickau ..	388,000	7½
Oelsnitzer Coal Mining Company ..	Oelsnitz ..	206,000	0
Oldenburger Mining Operations ..	Oldenburg ..	350,000	0
Ornontowitzer Coal and Mining Operations	Berlin ..	1,300,000	0
Phönix Mines and Mining Operations ..	Ruhrort { A	2,500,000	10
	{ B	600,000	11½
Pluto Coal Mining Company ..	Essen ..	800,000	0
Porta Westfalica Mining Company ..	Minden ..	1,000,000	0
Potschappeler Coal Mining Company ..	Dresden ..	300,000	0
Pruss'an Mines and Mining Operations ..	Düsseldorf ..	2,500,000	..
Rheinische Mines and Mining Operations..	Duisburg ..	1,500,000	0
Rheinische Copper Mines ..	{ Linz - on-the- Ruhr.. }	200,000	0
Rhenania Mining Company ..	Lichtenstein ..	750,000	0
Sächsische Bauhütte Mining Company ..	Dresden ..	100,000	0
Sächsische Coal Mining Company ..	Leipsic ..	1,000,000	0
Sächsische-Thüringsche Peat Bogs..	Halle ..	2,000,000	0
Sächsische Cast Steel Company ..	Döhlen ..	180,000	14
Sächsische Slate Company ..	Lössnitz ..	400,000	3½
Saturn Mining Company ..	Cologne ..	640,000	3
Schlesische Zinc Mining Company ..	Breslau ..	5,000,000	1½
Sieg-Rheinische Mines & Mining Operations	Cologne ..	1,000,000	0
Solenhofer Slate ..	Nuremberg ..	750,000	0
Stolberger Mining Company ..	Stolberg ..	4,000,000	1½
Stolberger Copper Company ..	Stolberg ..	475,000	0
Styrum Mining Operations..	Oberhausen ..	500,000	9
Tarnowitz Mines and Mining Operations	Tarnowitz ..	600,000	5
Verein im Wurmrevier Coal Mining Co. ..	Aix-la-Chapelle	2,160,000	9
Vollmond Coal Mining Company ..	Bochum ..	1,000,000	0
Vulkan Mines and Mining Operations ..	Duisburg ..	1,500,000	0
Vulkan Mines and Mining Operations ..	Beuthen ..	1,000,000	5
Verein Westfalia Mines and Mining Operations.	Dortmund ..	1,000,000	3
Werner Hausmann Mines and Mining Operations.	Cologne ..	150,000	0
Werschen-Weissenfelder Peat Bogs ..	Weissenfels ..	500,000	10
Withelmine-Victoria Coal Mining Company	Essen ..	765,000	0
Zwickau-Brückenberg Coal Mining Co. ..	Zwickau ..	450,000	0
Zwickauer Bürger Gewerkschaft Coal Mining Company.	Zwickau ..	53,600	126½
Zwickauer Kohlenbau Verein Coal Mining Company.	Zwickau ..	115,000	34½
Zwickau-Luganer Coal Mining Company..	Zwickau ..	200,000	0
Zwickau-Oberhoendorf Coal Mining Co. ..	Zwickau ..	220,000	3½
Zwickau-Oelsnitzer Coal Mining Company	Zwickau ..	300,000	0
Zwickauer Vereinsglück Coal Mining Co. ..	Zwickau ..	110,000	0

Flax and Cotton Mill Companies.—The results of the cotton-spinning mills were not very satisfactory during the past year. The cause of this is not so much the reaction of the reduction of the duty from three to two thalers, which came into force on July 1, 1865, as the circumstance that the German spinning mills, from the deficiency of a cotton market

in the neighbourhood, are always obliged to lay in their stock of raw cotton two or three months in advance, whereby, in the case of a fall in the prices of the market, such as took place during the greater half of the year 1865, they had already experienced a loss before the cotton was sent to the mill.

On the other hand the flax mills worked extraordinarily favourable, and were all of them the whole year in full activity, in consequence of which most of the same have been considerably increased in size.

An accurate estimate of the number of spindles in all the linen and cotton mills of the Zollverein cannot be given before next year, since there are no official statistics, and the attainment of the details from private sources advances but slowly. The subjoined Joint Stock Companies returned the following dividends on the capital invested :—

Name of the Company.	Seat of the Company.	Capital.	Dividend per Cent.
		Thalers.	Thalers.
Augsburg Cotton Mill and Power Looms..	Augsburg ..	700,000	15
Augsburg Cotton Mill	Augsburg ..	700,000	0
Baireuth Cotton Mill and Power Looms ..	Baireuth ..	600,000	3
Bamberg Cotton Mill and Power Looms ..	Bamberg ..	1,260,000	0
Blaichach Cotton Mill and Power Loom ..	Kempten ..	300,000	5
Chemnitz Cotton Mill	Chemnitz ..	1,200,000	0
Erlangen Cotton Mill	Erlangen ..	850,000	0
Ettlingen Cotton Mill and Power Looms ..	Ettlingen ..	1,040,000	0
Gladbach Cotton Mill and Power Looms..	Gladbach ..	1,250,000	0
Hanover Cotton Mill and Power Looms ..	Hanover ..	923,000	4
Hof Cotton Mill	Hof ..	800,000	0
Kaiserslautern Cotton Mill	Kaiserslautern	250,000	0
Kaufbeuren Cotton Mill and Power Looms	Kaufbeuren ..	550,000	0
Kempten Cotton Mill and Power Looms ..	Kempten ..	700,000	0
Cologne Cotton Mill and Power Looms ..	Cologne ..	3,000,000	0
Kolbermoor Cotton Mill Company ..	Kolbermoor ..	1,270,000	5
Ludwigshafen Cotton Mill and Power Loom	Ludwigshafen .	700,000	0
Louisenthaler Cotton Mill and Power Looms	Mülheim ..	928,000	0
Oberursel Cotton Mill Company	Oberursel ..	430,000	0
Offenburger Cotton Mill Company ..	Offenburg ..	480,000	0
Varel Cotton Mill Company	Varel ..	300,000	0
Württemberg Cotton Mill Company ..	Esslingen ..	800,000	5
Annaberger Flax Mill Company	Annaberg ..	500,000	10
Ravensberger Flax Mill Company..	Bielefeld ..	1,400,000	25
Vorwärts Flax Mill Company	Bielefeld ..	1,000,000	25

II.—AGRICULTURE.

The result of the harvests of the States belonging to the Zollverein are not in general to be regarded as unsatisfactory. It is true that the crops did not entirely come up to the usual average; but still what was wanting in quantity in the principal sorts of cereals was compensated by the excellent quality of the produce.

Of all productions of the country, potatoes afforded the most satisfactory results, and this crop approached the nearest to the average yield. Amongst corn, barley, and oats, and amongst pulse, peas afforded a result, which was only slightly under the average crop. In the case of rye and wheat the result can be estimated at two-thirds of an average crop.

The crop of plants producing oil is the only one which can be looked upon as a complete failure.

In straw there has hardly been two-thirds of the average, and herbage for fodder was in great demand in consequence of the drought and heat.

The prices of cereals, although still low, have risen higher than those of the year before by 7 to 10 per cent. towards the end of the year; but of course if one regards any particular district a greater difference may be observed.

The average produce of the Zollverein for the last ten years (1856 to 1865) has been as follows, taking a per cent. comparison of an average harvest, the latter being taken at 1·00:—

	Wheat.	Rye.	Barley.	Oats.	Peas.	Potatoes.	Rape.
Average 1856-65. ..	0·91	0·90	0·87	0·91	0·78	0·83	0·69
1865 alone.	0·78	0·78	0·91	0·90	0·82	0·97	0·37

Of the other agricultural produce, hops, tobacco, flax, and wool, should be mentioned on account of their importance in trade.

The amount of this produce may be quoted as follows: hops, 0·93; tobacco, 1·07; flax, 0·82; wool, 0·97 per cent. average crops.

Considerable difficulties and losses render the German farmers sensible of the continually increasing want of agricultural labour. Even at present, although in consequence of the increased employment of machinery the number of indispensable labourers has been essentially diminished, still the small amount of labour that is required is scarcely to be obtained, in spite of considerably increased wages.

On the Frankfort Corn Exchange, which has risen to be one of the most important, the prices of the principal cereal products in the separate months of the year, and in comparison with the year before, according to the highest and lowest rates, were as follows:—

	WHEAT.				RYE.				BARLEY.				OATS.			
	Per 220 lbs., English Weight.				Per 220 lbs., English Weight.				Per 220 lbs., English Weight.				Per 220 lbs., English Weight.			
	1864.		1865.		1864.		1865.		1864.		1865.		1864.		1865.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
January ..	s. d. 17 8	s. d. 16 8	s. d. 16 8	s. d. 15 0	s. d. 12 6	s. d. 12 1	s. d. 12 1	s. d. 11 8	s. d. 13 1	s. d. 12 3	s. d. 11 3	s. d. 11 3	s. d. 11 2	s. d. 10 5	s. d. 11 2	s. d. 11 2
February..	18 1	16 8	16 3	15 0	12 6	12 1	11 11	11 8	13 1	12 3	11 8	11 8	11 6	10 5	11 6	11 2
March ..	18 7	16 11	16 3	15 5	12 6	12 3	11 11	11 11	13 7	12 3	11 11	11 8	12 11	11 3	12 11	11 6
April ..	20 0	17 3	16 3	15 5	13 4	12 6	11 11	11 11	15 0	13 4	12 3	11 8	14 9	12 11	12 9	11 5
May ..	20 0	18 7	16 3	15 5	13 7	13 11	11 11	11 11	15 0	13 4	12 3	11 8	14 9	12 11	12 9	11 5
June ..	20 0	18 1	17 11	15 5	13 7	13 1	13 11	11 11	15 0	14 2	11 8	11 8	14 9	14 2	14 2	11 5
July ..	18 10	17 8	17 11	15 10	13 4	12 6	13 7	12 11	15 10	14 2	11 8	11 8	14 4	13 7	14 2	12 6
August ..	17 11	16 8	17 11	15 10	12 6	11 5	12 11	12 11	12 6	12 1	12 0	11 10	15 5	13 7	12 9	12 6
September	18 4	15 0	17 11	15 10	12 8	11 8	12 11	12 9	12 6	11 11	13 4	12 11	15 5	11 5	12 9	12 6
October ..	16 8	15 10	17 11	15 13	12 1	11 8	12 11	12 6	12 3	11 11	13 4	12 11	15 5	11 5	12 9	12 6
November	16 8	15 10	17 11	15 10	12 1	11 8	13 4	12 11	11 11	11 11	13 4	12 11	11 5	10 7	12 9	12 6
December	16 8	15 10	17 11	15 10	12 1	11 8	13 7	13 4	11 11	11 11	13 4	12 11	11 2	10 10	12 9	12 6

The result of the vintage of 1865 may be reckoned as one of the best of this century.

In all wine-growing districts the result has been an excellent one, and as even in poorer vineyards a superior wine has been produced, the price has, in consequence, risen to an unusual extent. In spite of this, the growth of 1865 will afford but little of the so-called "Auslese," inasmuch as the same can only be produced from grapes gathered and pressed when in a rotten state. On account, however, of the great heat which prevailed last summer and autumn, only very few grapes attained this rotten condition.

POPULATION.

The census of the population of the States belonging to the Zollverein, according to which the distribution of its revenues is calculated, is taken every three years, and is, moreover, conducted on the same principle in all countries which form a part of the Union.

The last census was taken in December, 1864, and shows the following results :—

	Population.		Increase or Decrease in the Year 1864.	Increase or Decrease per Cent.
	According to the Census of 1864.	According to the Census of 1861.		
Prussia	19,642,954	18,367,061	+ 775,893	+ 4·11
Luxemburg	202,937	197,731	+ 5,206	+ 2·63
Bavaria	4,813,076	4,695,424	+ 117,652	+ 2·51
Saxony	2,343,994	2,225,240	+ 118,754	+ 5·34
Hanover	1,943,772	1,908,631	+ 35,141	+ 1·34
Wurtemberg	1,748,328	1,720,708	+ 27,620	+ 1·60
Baden	1,426,218	1,365,732	+ 60,486	+ 4·43
Hesse-Cassel	716,889	710,680	+ 6,209	+ 0·87
Hesse-Darmstadt	871,839	874,231	— 2,392	— 0·27
Thuringia	1,103,530	1,069,821	+ 33,709	+ 3·15
Brunswick	268,523	257,624	+ 10,899	+ 4·23
Oldenburg	244,407	238,562	+ 5,845	+ 2·45
Nassau	468,311	454,326	+ 13,985	+ 3·08
Frankfort-on-the-Maine ..	92,244	84,506	+ 7,738	+ 9·15

With the exception of the Grand Duchy of Hessen, the whole of the other States show an increase of population, the most important being 9·15 per cent. in the free city of Frankfort, 5·34 per cent. in the kingdom of Saxony, 4·43 per cent. in Baden, and 4·11 per cent. in Prussia; whereas, in the remaining States, the increase is not so considerable.

The striking diminution of the population of the Grand Duchy of Hessen, and the corresponding increase of the free city of Frankfort can naturally be accounted for by the fact that Frankfort, being shut in on two sides by Hessen, this city has absorbed the labourers which she requires from that country.

Beginning from January 1st, 1866, the revenue of the Zollverein is divided in proportion to the population of the several States.

The free city of Frankfort forms, however, an exception to this arrangement, as nearly the whole of her territory being comprised within the limits of the city, she is considered as a considerably greater consumer, and receives for each soul of her population $4\frac{2}{3}$ times the amount of the other States, so that Frankfort, with a population of 92,244 souls, receives but less of the revenue of the Zollverein than the Duchy of Nassau with a population of 468,311.

PUBLIC WORKS.

Railways.—As regards the railway traffic for the year 1865, the result is satisfactory, as almost all the lines show increased returns.

In the following Tables are contained the returns of the traffic of the whole of the private railway companies. Where the reports have not yet been authenticated at the general meetings they are based upon the monthly returns which have been published.

Length of the Railway.	Name of the Railway.	Total Receipts.			Receipts per Mile.			
		1865.	1864.	Difference in 1865.	1865.	1864.	Difference in 1865.	Per Cent. Difference.
11.4	Aix-la-Chapelle-Düsseldorf.	774,837	713,148	+ 61,689	67,968	62,557	+ 5,411	8.7
12.4	Aix-la-Chapelle-Mastricht.	298,580	294,088	+ 4,492	24,079	23,717	+ 362	1.5
13.6	Altona-Kiel ...	815,434	942,160	- 126,726	43,841	50,654	- 6,813	13.4
79.4	East of Bavaria ...	3,074,337	2,499,410	+ 574,927	38,719	33,105	+ 5,614	16.9
33.8	Bergisch-Märkisch ...	3,811,417	3,309,696	+ 501,721	112,764	98,502	+ 14,262	14.5
14.4	Bergisch-Ruhr-Sieg ...	1,124,278	983,554	+ 140,724	78,075	68,302	+ 9,773	14.3
49.1	Berlin-Anhalt ...	3,136,942	2,845,854	+ 291,088	63,888	57,960	+ 5,928	10.2
39.7	Berlin-Hamburg ...	3,380,830	3,677,240	- 296,410	85,185	92,626	- 7,441	8.0
19.5	Berlin-Potsdam-Magdeburg.	3,163,869	2,182,010	+ 1,181,859	110,967	111,898	- 931	0.8
22.5	Berlin-Stettin-Stargard.	1,658,328	1,493,411	+ 164,916	73,703	66,374	+ 7,329	11.0
30.5	Berlin-Vorpommern ...	573,085	528,885	+ 44,200	18,790	17,340	+ 1,450	8.4
22.8	Berlin-Hinterpommern ...	423,870	410,373	+ 13,497	18,591	17,999	+ 592	3.3
22.9	Breslau - Schweidnitz-Freiburg.	1,456,919	1,336,643	+ 120,276	63,621	58,369	+ 5,252	9.0
6.2	Brieg-Neisse ...	155,202	136,941	+ 18,261	25,033	22,095	+ 2,938	13.3
4.5	Dresden-Tharand ...	266,683	239,903	+ 26,780	59,263	53,312	+ 5,951	11.1
5.5	Frankfort-Hanau ...	288,830	278,314	+ 10,516	52,515	50,603	+ 1,912	3.8
2.5	Frankfort-Homburg ...	147,364	131,410	+ 15,954	58,945	52,564	+ 6,381	12.1
4.5	Gückstadt-Elmsborn ...	64,376	68,463	- 4,087	14,306	15,212	- 906	5.9
24.8	Hessische Ludwigsbahn ...	1,667,842	1,453,307	+ 214,535	67,251	58,601	+ 8,650	14.8
46.7	Köln-Minden ...	8,488,858	7,833,900	+ 654,958	181,774	167,750	+ 14,024	8.4
24.3	Köln-Deutz-Glessen ...	1,352,531	1,185,634	+ 166,897	55,660	46,734	+ 8,926	19.1
23.7	Kösel-Oderburg ...	1,712,603	634,740	+ 77,863	30,068	27,010	+ 3,058	11.3
20.3	Kurhessische Nord-Bahn.	1,039,382	998,745	+ 40,637	51,201	49,200	+ 2,001	4.1
16.5	Leipzig-Dresden ...	2,371,556	2,071,970	+ 299,586	143,730	125,604	+ 18,126	14.4
4.5	Löbau-Zittau ...	162,006	162,006	+ 0.00	36,001	33,762	+ 2,239	6.6
21.8	Ludwigshafen-Bexbach ...	1,414,278	1,283,318	+ 130,960	64,875	60,250	+ 4,625	7.7
9.7	Lübeck-Büchen-Hamburg.	386,235	279,586	+ 106,649	39,818	44,378	- 4,560	10.2
11.7	Magdeburg - Halberstadt.	1,110,150	1,084,361	+ 25,789	94,885	92,681	+ 2,204	2.4
19.4	Magdeburg-Leipzig ...	2,134,642	1,896,959	+ 237,683	110,303	97,781	+ 12,522	12.5
14.3	Magdeburg - Wittenberg.	551,386	508,812	+ 42,574	38,559	35,511	+ 3,048	8.6
19.3	Mecklenburg ...	543,666	533,963	+ 9,703	28,154	27,666	+ 488	1.7
8.1	Neustadt-Weissenburg ...	304,303	253,965	+ 50,338	37,568	32,953	+ 4,615	13.9
9.5	Niederschlesische Zweigbahn.	260,602	262,147	- 1,545	27,432	27,594	- 162	0.6
35.3	Oberschlesische ...	4,635,277	3,992,746	+ 642,531	131,311	113,109	+ 18,202	16.1
27.8	Breslau-Posen ...	1,272,588	1,152,983	+ 119,605	45,777	41,474	+ 4,303	10.4
12.0	Hüttenvierbahn ...	99,060	81,184	+ 17,876	8,254	6,765	+ 1,489	22.0
10.1	Oppeln-Tarnowitz ...	210,186	198,400	+ 11,786	20,810	19,645	+ 1,165	6.0
55.8	Rheinische ...	4,504,375	3,716,199	+ 788,176	80,724	76,308	+ 4,416	5.8
16.2	Rhein-Nahebahn ...	847,657	747,575	+ 100,082	52,325	46,146	+ 6,179	13.4
5.6	Ruhrort-Gladbach ...	510,598	482,976	+ 27,622	91,178	86,246	+ 4,932	5.7
22.6	Stargard-Posen ...	842,465	736,165	+ 106,300	37,277	32,574	+ 4,703	14.4
5.8	Taunus-Bahn ...	439,273	410,320	+ 28,953	75,737	70,745	+ 4,992	7.1
37.3	Thüringer ...	2,740,942	2,575,531	+ 165,411	73,484	69,049	+ 4,435	6.5
20.0	Werrabahn ...	610,184	581,859	+ 28,325	30,509	29,093	+ 1,416	4.9

The Government Railways only publish their returns after two or three years, and old reports like those would be of hardly any interest.

Frankfort-on-the-Maine, August 17, 1866.

PORTUGAL.

THE DOURO.

Report by Mr. Consul Crawford on the Bar and Navigation of the Douro.

THE Bar at the entrance of the River Douro is generally considered to be one of the most formidable impediments to commerce in the world. Apart from the delays and danger which it occasions to vessels frequenting Oporto, it is more or less detrimental to all traffic to ports in the Mediterranean and south of the Douro generally, inasmuch as there is no available harbour of refuge on the long coast-line between Vigo and Lisbon, and ships in distress in these waters are compelled to avoid Oporto and prefer to it even the dangerous open roadstead of Aveiro, twenty-seven miles to the southward. It is particularly a source of delay and loss to ships under our own flag, which are more largely engaged in the trade with Oporto than these of all other foreign nations put together.

I propose, in the following paper, to give a description of the actual state of the harbour and its approaches founded upon personal observations made during several months of the currents at the mouth of the river and in the adjacent seas, the action of the tides in the river, the sandbanks, rocks, and obstructions at its mouth. I also propose to give an account of the various works undertaken to remove these obstructions, the effect they have had upon the navigation of the river, and their present condition.

It will be seen from the accompanying plan (No. I) that the Douro discharges its waters through a narrow channel which it has cut for itself through sand-banks, which fill up a broad and shallow basin lying between low-lying rocky hills. The course of the river at its mouth is nearly at right angles with the coast-line, which has here no important curves, and lies about N.N.W. and S.S.E. The coast is everywhere, both to the north and to the south of the river, low and rock-bound with occasional bays and indentations, which are at times filled with sand, and at others swept clean by the sea-currents.

The broad spit of land which runs out from the south bank is known as the Cabedello, and changes considerably with every high flood in the river, or gale from the westward. From the northern extremity of this spit runs, parallel to the course of the river, for the distance of about 2,530 feet, a breakwater, which will be described more fully hereafter; on the south of the breakwater, and between it and the bank, the river swells out at high water into a broad shallow lake, or estuary, having nowhere a greater depth than five feet. At low water the sands on this estuary are bare, with an occasional pool.

The principal characteristics of the river are:—1. Its liability to great, sudden, and destructive floods. 2. The great rapidity of its stream. 3. The large amount of earthy matter held in suspension in its water. These peculiarities to which the condition of the Bar and entrance of the Douro are ascribable, are due to the nature of its previous course and the character of the country which it drains, both which it will be useful to describe shortly.

The Douro takes its rise in the Orbion mountains in Castile, and traverses the most mountainous portions of Leon and Salamanca before it reaches the Portuguese frontier. In Portugal it passes through the soft crumbling granites of Tras-os-Montes, and then enters the long strip of country in which the port wine is produced. From this point to Oporto vines are cultivated whenever the soil along its banks admits of it, and

BAR AND HARBOUR AT OPORTO

 Sand uncovered at High Water
 Sand uncovered at Low Water

S^{ta} Apollonia Chapel Tower
2 1/2 miles N.E. of L's House

Noessa Senhora da Luz (Light House)

Gilbrea Rocks
20' 21' 23'

Castle of St. John

Posto Fiscal

White bar mark

Blue Tile House

Breakwater Pier

Dura Brock

Breakwater Pier

Breakwater Pier

Breakwater Pier

Breakwater Pier

Breakwater Pier

Breakwater Pier

Breakwater Pier

Breakwater Pier

Breakwater Pier

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Breakwater Pier

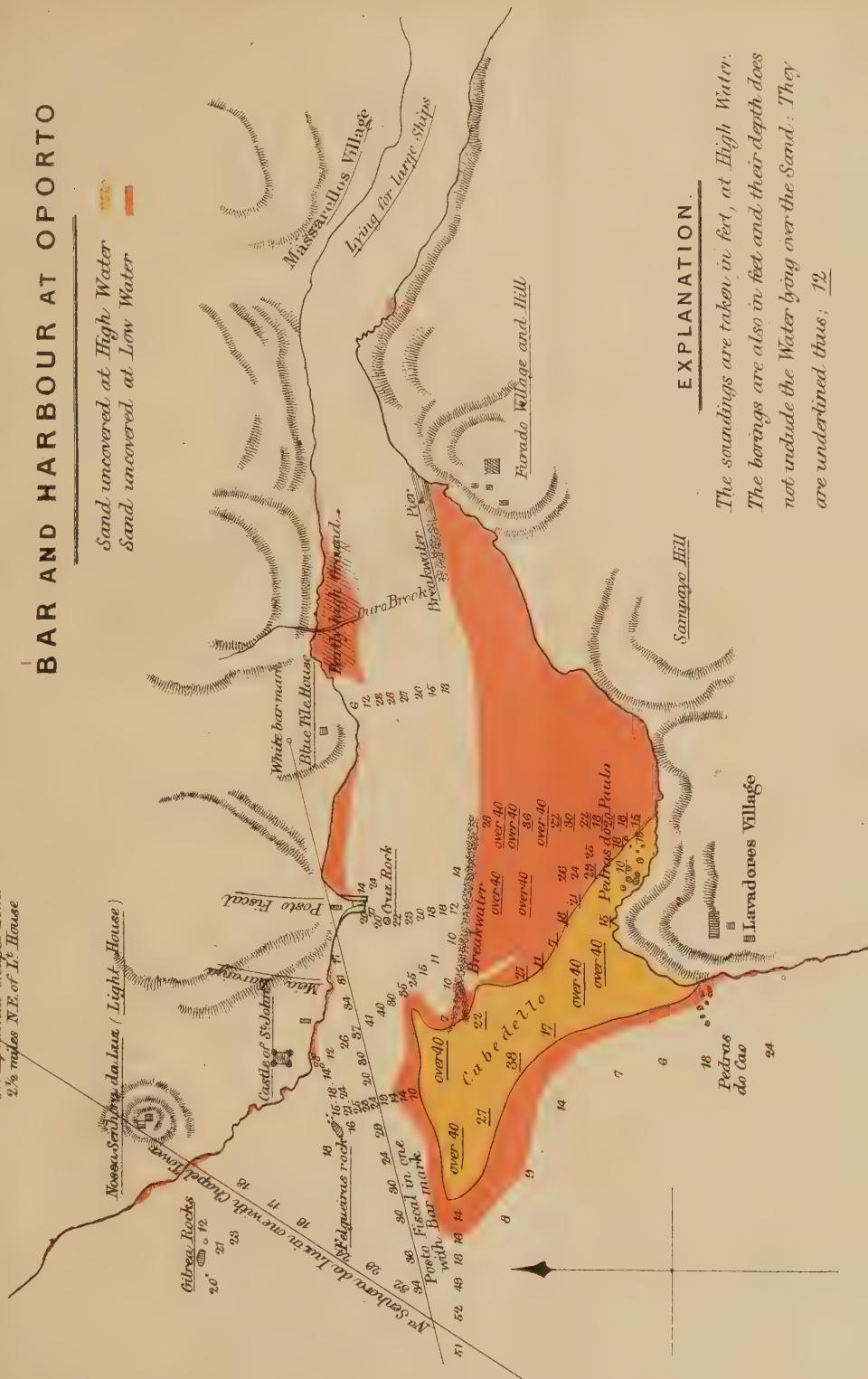
Sampayo Hill

Lavadores Village

The soundings are taken in feet, at High Water.

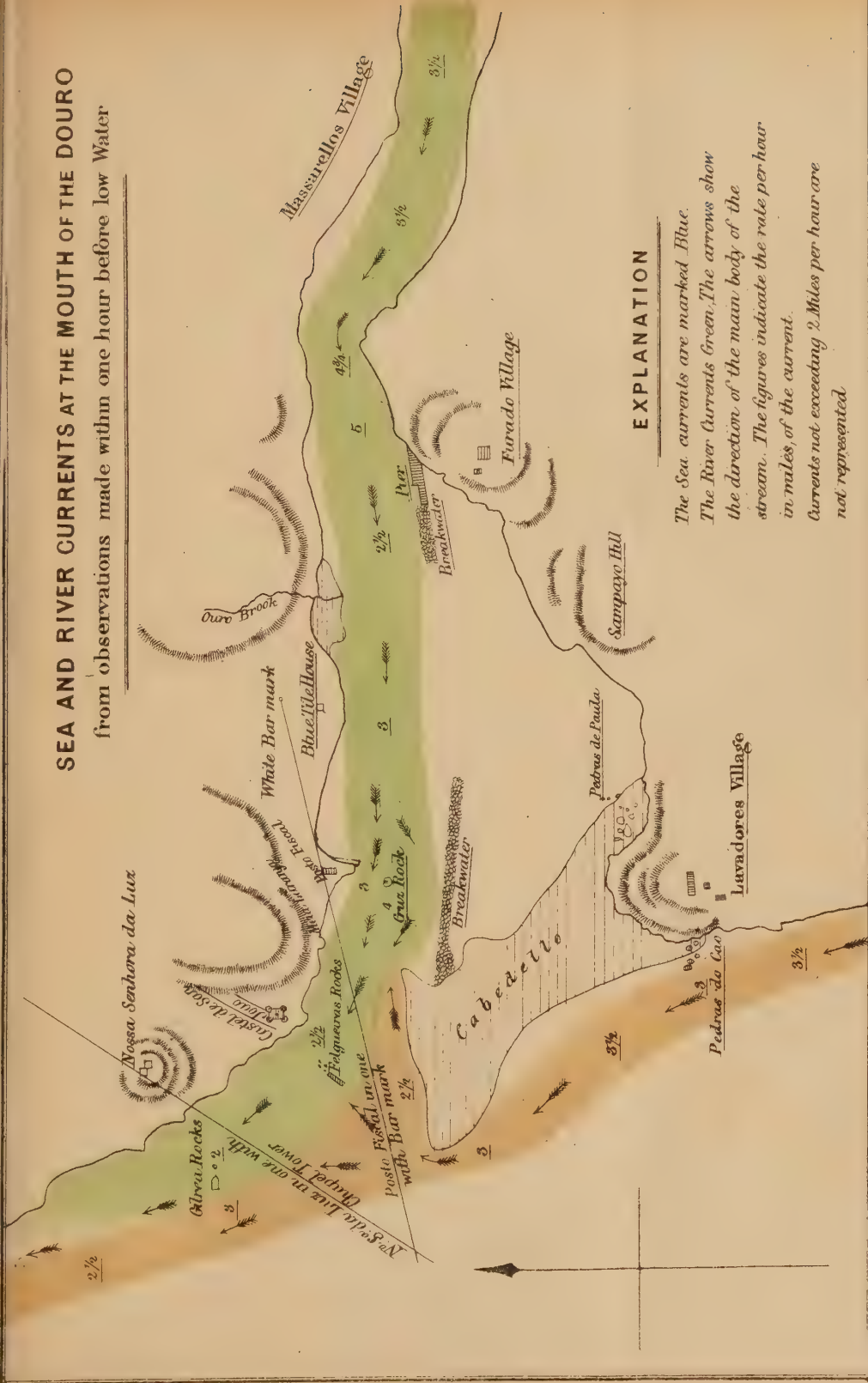
The borings are also in feet and their depth does not include the Water lying over the Sand. They are underlined thus; 12

EXPLANATION.



SEA AND RIVER CURRENTS AT THE MOUTH OF THE DOURO

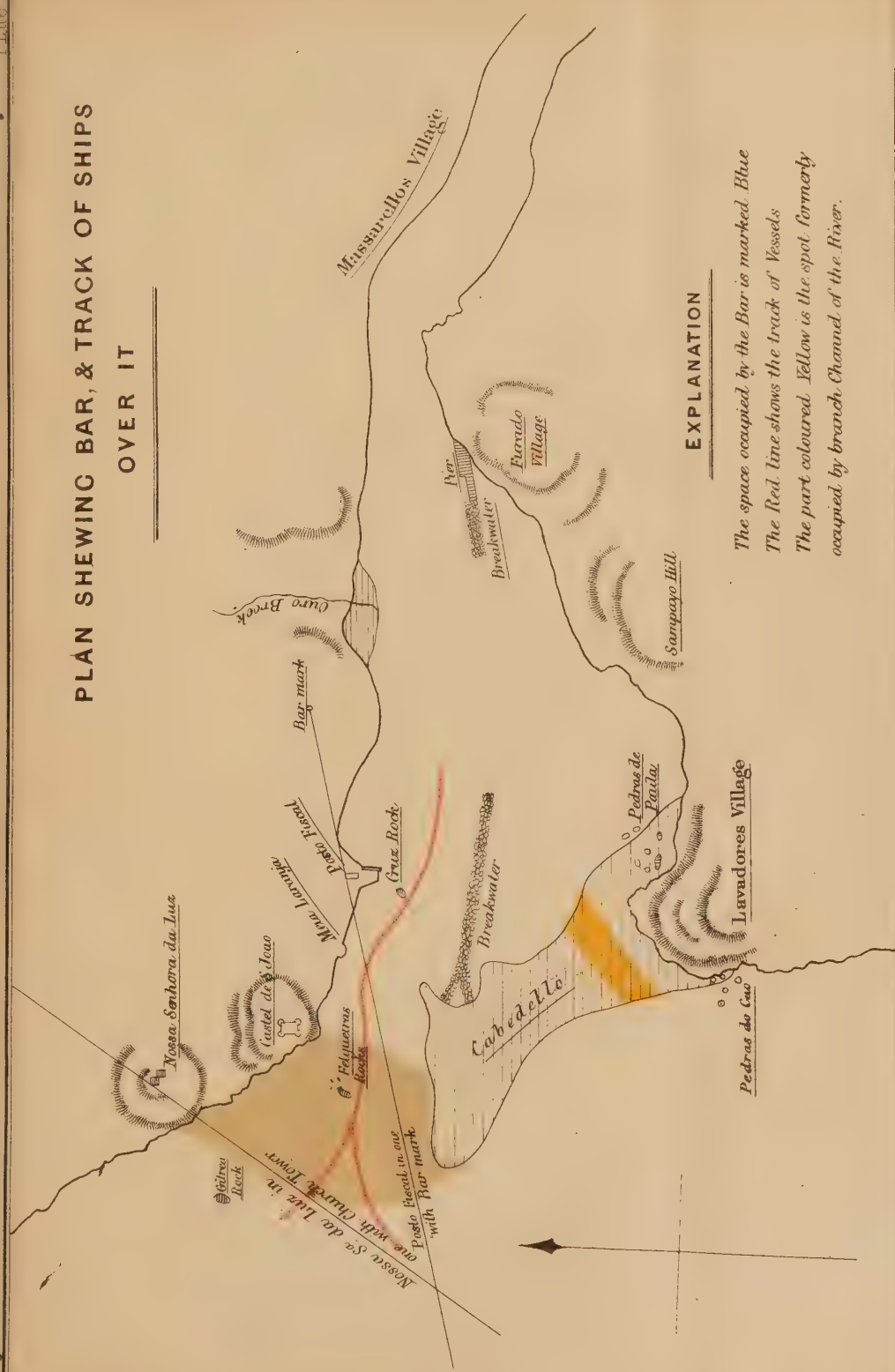
from observations made within one hour before low Water



EXPLANATION

The Sea currents are marked Blue.
 The River Currents Green. The arrows show
 the direction of the main body of the
 stream. The figures indicate the rate per hour
 in miles of the current.
 Currents not exceeding 2 Miles per hour are
 not represented

PLAN SHEWING BAR, & TRACK OF SHIPS OVER IT



EXPLANATION

- The space occupied by the Bar is marked Blue
- The Red line shows the track of Vessels
- The part coloured Yellow is the spot formerly occupied by branch Channel of the River.

WORKS ON THE NORTH BANK OF THE DOURO, for the Improvement of the Navigation.

SOUTH SIDE

Wall thrown down by Flood



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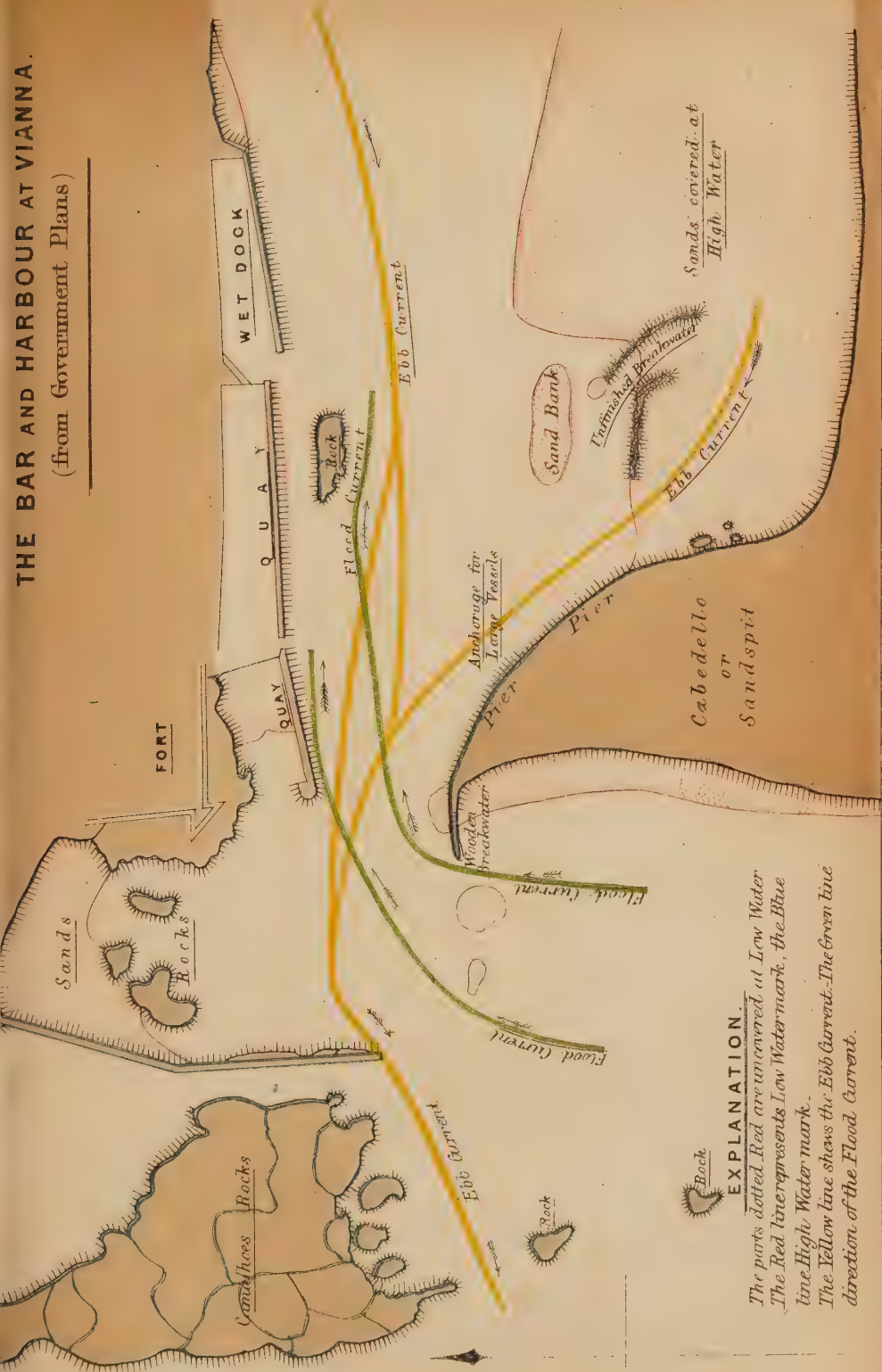
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THE BAR AND HARBOUR AT VIANNA.

(from Government Plans)



EXPLANATION.

The parts dotted Red are uncovered at Low Water
 The Red line represents Low Water mark, the Blue line High Water mark.
 The Yellow line shows the Ebb Current-The Green line direction of the Flood Current.

wherever vineyards exist the soil is loosened and decomposed by cultivation, and for six months in the year is kept bare and fully exposed to the "degrading" action of floods. It will thus be seen that the course of the Douro lies mainly through a soil which, during heavy rains, is easily carried down by its stream; that this earthy matter is nowhere along its course arrested and deposited in lakes or marshes, and that, from the rapidity of the stream and the nature of its bed, most of the particles held in suspension are in process of time carried down to the river's mouth and brought into contact with the ocean.

Furthermore, the channel of the Douro, consists everywhere in its course through Portugal of a narrow rocky trough: the waters are confined, and the strength and swiftness of the current are consequently very considerable. At some points where I have tested it, the rate exceeds nine miles an hour, and the average speed is probably not less than three miles per hour.

The Bar of the Douro—the chief obstruction to its navigation—is a broad and constantly-shifting belt of sand, having an overlying depth of water varying from six to twenty feet at ordinary high tides. The situation and extent of the Bar is marked in the plan given in Plate III, also the channel through it at present adopted by vessels in entering or leaving the rivers.

The obstruction to navigation caused by the Bar are of two descriptions: 1st., the rapid shifting of the sand may create a shoal where deep water existed the day before, or else the same cause may divert the usual currents on the Bar, and either circumstance may occasion the loss of the vessel in water which is nearly always rough and beset with dangerous rocks; or, 2nd., which is a more frequent cause, as well of delay as of danger, a steady land breeze of only moderate strength may entirely prevent the entrance of vessels along the intricate channel. A third drawback, felt by all vessels entering the harbour, is the very heavy pilotage dues. The constant shifting of the sand-beds rendering it necessary to sound the channel through its whole length every three or four days, and consequently to maintain a numerous body of experienced pilots.

I have been unable to obtain any return from the authorities of the number of wrecks caused by the Bar; they are comparatively rare, because its dangers are encountered with caution, and because the port is never resorted to, except in cases of extreme necessity as a harbour of refuge. Nevertheless, some great disasters, attended with total loss of the ship and great destruction of life, are still painfully fresh in the minds of the inhabitants of Oporto, who are usually eye-witnesses of the efforts and struggles of the wrecked crew. An event of this kind which happened a few years ago to a passenger steamer trading between Lisbon and Oporto, and by which many families in both cities were bereaved, led to a great deal of attention being paid at the time to the subject of Bar improvements. A society was then formed for the rescue and preservation of wrecked seamen, and an establishment with life-boats and apparatus for reaching ships in distress still exists on the bank of the river within a few yards of the Bar, but beyond this and similar occasions of temporary interest in the matter, no real appreciation of the bad effects of an obstructed and dangerous harbour is felt in Oporto, except among the shippers of wine—generally English—and among ship-owners and masters in England engaged in trade with Oporto, to whom the subject is always one of great interest and anxiety.

The delay so frequently caused to the entrance of vessels is a very appreciable inconvenience and source of loss to commerce. It is difficult to estimate such a description of loss, but I may instance one among

several evidences of injury and loss by mere outlay. One of the principal merchants of Oporto informed me that, of two ships bound for Oporto, with cargoes of salt cod, and arriving off the harbour on the same day, one waited for a favourable moment to get over the Bar, while the master of the other, on being disappointed of an immediate entrance, sailed to the port of Vianna, sixty miles to the north of Oporto. He entered that port, discharged his cargo, loaded again, sailed for Newfoundland, there again discharged and loaded, a second time proceeded to Oporto, and there found the companion vessel of his previous outward voyage still waiting to effect an entrance.

In the year 1800 was commenced an undertaking having for its object to divert the main stream of the river from the broad shallow estuary at its mouth, and, by so doing, to increase the scour of the river and free the channel of sand. The objects were to be accomplished by carrying a breakwater, parallel to the direction of the stream, from a narrow part of the river three-quarters of a mile from its mouth. This breakwater was to be continued to the north of the Cabedello (or sand-pit) above-mentioned. The breakwater was formed of large rough blocks of granite thrown loose into the water upon the sandy bottom without any foundation, on very much the same principle as the breakwater at Portland. It still exists so far as it was completed, and extends (as shown in the plans) from the Cabedello to a distance of 2,535 feet, when it terminates abruptly; from the other or shore end of the intended line of breakwater it begins in a well-constructed pier of stone resting upon green piles, the whole built into and taking advantage of a rock projecting into the river. This pier extends for 490 feet, and is then continued in the form of a rough breakwater similar to the one just described. This second portion of the breakwater extends only 750 feet, and then, like the other portion, terminates abruptly. Although there are blocks of stone lying under the low-water level, between the two extremities of the unfinished breakwater, it is generally asserted, and is probable, that the parts exist as they were left by the engineer. There is no leak and hardly a disarrangement or irregularity in the stones in either of the finished portions.

The formation of a continuous mode having never been accomplished, no beneficial effect upon the navigation could be expected from these works which, in their present condition, have done little more than intensify the previous scouring and depositing action of the various river and tidal currents. The deposits of sand in the estuary of the Douro have evidently been caused by the strong south-westerly sea-currents meeting, weakening, and finally counteracting the river's current, charged with sand and mud, as it flowed out to sea in a broad shallow stream. Where the river-current was thus opposed the sand would rise above the water where, in point of fact, the Cabedello now exists. This belt of sand would arrest any further movement from sea or river, and the sea current would sweep northward and eastward, and would again meet the stream at its point of discharge, but the river being here narrower and therefore stronger, the opposing forces would be more nearly balanced, shifting sands would accumulate to be formed into banks, or swept clean, according as each current was, in turn, the stronger. This is, in fact, the theory of the Bar of the Douro, and is the process which is daily taking place.

The movement which takes place inside the Bar, in the estuary, is shortly as follows. The river water, forced back and lifted up by the incoming tide, and mixing with the sea-water, enters the estuary enclosed by the breakwater, gradually deposits the sand it holds in suspension until the tide begins to retire, when the water flows to the part nearest

to the sea, and in doing so has gradually eaten for itself a channel running parallel and close to the Cabedello. This channel is nowhere quite dry at low water, and deepens gradually, at that period of the tide, from 10 feet to 14 feet at its point of discharge into the main stream of the river.

That this movement of currents has in no essential respect been changed by the erection of this breakwater, is proved by the existence of various old maps and sketches of the river. In one, undated, but probably, to judge from its appearance, about 150 years old, the Cabedello, estuary and channel, which I have just described, are laid down very much as they are at present, showing that the currents must have had a similar movement then as now.

The only perceptible effect of this unfinished breakwater is to act as a strainer to the sand in suspension in the river-water; the sand, after about a month of moderate weather, without floods in the river, so accumulates inside the breakwater as to rise nearly to the level of it; but the first flood scours the sands away to their ordinary level, and sometimes heavy gales from the west have the same effect by causing the sea to break over the Cabedello, and so enter and clear the estuary of the accumulations of sand.

About forty years ago some works were commenced by a French engineer on the north bank of the river close to the sea. I can obtain no account of the scope and design of these works, and no portion of the scheme seems to have been carried out beyond the building of a semi-circular wall abutting on the sea, called the *Meia Laranja*, and a sea-wall lying to the west of it (see Plate IV for plan and dimensions of these works). Whatever may have been the ultimate intention in building them, and they are evidently only parts of an uncompleted plan, their position, shape, and construction are singularly well adapted to resist the action of the water, for both works are defended on the west from the full force of the Atlantic waves by some low-lying rocks, lying about 100 feet to the south-west, while the heavy swirl of the river-water in flood-time round a projecting jetty, a little higher up the river, striking first upon the *Meia Laranja*, above described, is well resisted and broken by its peculiar rounded shape.

In 1858 it was determined, in connection with certain blasting operations to be carried on in the bed of the river, to extend the protection to the northern bank by building a sea-wall east of the jetty above mentioned, as far as the *Meia Laranja*, and by carrying out a mole or breakwater from this point as far as the *Felgueiras* rocks, which lie about 100 yards to the W.S.W. of the *Meia Laranja*. By this means it was hoped that the bed of the river, from which all sunk rocks were to be removed by blasting, would be kept free of sand by the scour of a more confined stream. This scheme was in part carried out. Many of the rocks were removed, and used in making the piers and walls shown in Plate IV. The opening in the wall at H I was intended to admit water to serve as a basin to receive pilot and Custom-house boats; and upon this weak point in the work the water exerted its destructive force during a very high flood in January, 1860. The stones of the wall were then thrown down, and remained in their present condition. At the point marked M, the pier, whose hollow curve faces the sea on the S.W., is so constructed as to carry off surface water coming in during storms or high tides into a gradually deepening channel, by which the water flows through to a basin behind the wall. This contrivance works well, although the channel is hardly either deep enough or wide enough.

The works were stopped about four years ago, partly from want of funds, partly from an absence of any encouraging expectation of bringing them to an early or useful issue. They have not been resumed.

Along this portion of the bank the action and counteraction of sea and river currents is very clearly exhibited. In the summer months the sands lie thickly from the rocks at L to a point within 100 feet of the break in the wall. Here the influence of the eddy from the jetty begins to be felt; the sands are cleared out, and the water at low tide is of the average depth of six feet at one yard from the bank. But in winter this process is exactly reversed: the sea current is then weaker than the river floods, and the sands then disappear from the position they have occupied during the summer, and accumulate for a time, and in spring again disappear from the inner angle formed by the jetty.

The blasting of sunken rocks which formed a part of these last-mentioned works is now generally condemned as entirely useless, or even mischievous, by having diverted currents which previously scoured the channel. Although the blasting operations were perhaps needlessly costly, there is no reason to believe that the removal of dangerous and unexposed impediments from the channel used by ships could have been anything but useful.

These were the last works undertaken to benefit the navigation of the Douro, and it is by no means likely that any further attempt will be made in the same direction. Apart from the want of success which has attended all these schemes, there are in various parts of the mouth of the Douro evidences of such great occasional violence in the current as have deterred engineers from attempting any works likely to be exposed to it. Chief among these warning evidences of possible resistance to be overcome are an assemblage of very singular rounded boulders known as the Pedras de Paula, which lie at the point where the Cabedello joins the cultivated land to the south of it. Some of these rocks are nearly spherical, and all are worn down to a smooth and almost polished surface. They vary in size from a foot to between 20 and 30 feet in diameter, some are buried in the sand, and exactly resemble *roches moutonnées*, others look as if they had just been rolled to the spots they occupy. To most observers these rocks have every appearance of having been brought down by floods, both on account of their rounded and water-worn appearance, and because they are composed of a granite differing in appearance from what is found in the immediate neighbourhood. Their present position leads also to the obvious inference that, if they were so brought down, the main force and, therefore, the main channel of the river was along the southern bank.

These tokens of immense force exerted by the river has been often used as a chief argument against attempting to interfere with the channel of the Douro, except by works strengthened by the support of one of the banks, and by simple attempts to remove sunken rocks, and to clear the channel by dredging, the latter operation being, of course, only temporary improvements.

It has been reported to me that Sir John Rennie, the engineer who directed his attention to the improvement of the Douro, and pronounced it to be impracticable, pointed to these boulders in support of his views. His speculations upon the force and former position of the stream turn as I deal upon the origin of these stones, I have been led to make a more extensive examination of the subject, and am now of opinion that they have always existed upon the spot they now occupy, and have consequently never been moved at all by the stream, and that they have not, as one scientific gentleman contends, been brought to where they now are by glacier action. My reasons are the following:—

When their lower portions are laid bare, or examined with an iron pick, the sand, they are found in most instances to be much larger than they are exposed to the air, and in one or two cases the parts

below the sand are angular, whereas if they had been brought down by the river they might be expected to be uniformly smooth and rolled like shingle stones.

2. The granite of which they are composed, although not exactly alike in colour or hardness to the surrounding formation, is precisely similar to some that is found in a quarry about 200 yards to the south.

3. There is no room for a channel sufficiently deep to have contained the main stream of a river so large as the Douro, either where the stones now stand, or for a hundred yards from them in a direction at right angles with the bank, inasmuch as borings with a pointed steel rod touched the bottom of hard rock at depths varying from 10 to 25 feet along this line.

4. The granite formation on the bank behind the boulders is a peculiar porous and crumbling stone, containing apparently the elements of granite without its crystallisation, the stone not being much harder than dry mud. There is, however, every here and there embedded in the softer rock a nucleus or rounded nodule of a much greater hardness. Some of these rounded masses are only a foot or two in diameter, others as much as 15 or 20 feet across. These masses of hard stone, some of which can be seen in a deep lane a few hundred yards from the site of the boulders, are formed, as was evident where one or two had been broken in a quarry, of a central nucleus with successive skins or layers lying over it like the peel of an onion, as one coating wears off by friction, or with the influence of the weather, another appears beneath it, the mass at all periods of its decrease retaining a more or less rounded form and increasing in hardness as the central nucleus is approached.

I am of opinion that the Pedras de Paula have been formed in this manner, and that they have always existed nearly, if not quite *in situ*, that the slow action of a small outlet of the Douro, which formerly existed near them, has gradually washed away the soft granite rock from around and from below the harder nodules embedded in it, and that in this matter they have fallen to their present position and uniform level on the bank of the estuary.

The Bar of the Douro in its present state offers, as will be evident from what has been said above, almost as many impediments to commerce as it did fifty years ago, and probably as it has done at all times. From the want of success that has attended every effort to improve it, engineers have been led to suggest the abandonment of the present harbour altogether, and the formation of a port of entry at the village of Leça lying 5 miles to the north of Oporto. The Leça river, a small sluggish stream, runs into the sea at this point. Quays and docks would be formed along its banks and the sea shore, and the Leixões rocks, which lie about half a mile to seaward, a reef which runs more or less in the direction of the coast line, would, it is believed, with breakwaters trending shorewards from each extremity of it, make a sufficiently secure harbour.

As the goods landed at Leça would still be 7 miles by a fair road, and 6 miles by a very hard road, from the warehouses and offices at Oporto, it is proposed to bring them into the city by rail, and the whole cost of the undertaking, including the railway, has been computed at the very moderate sum of 3,600 contos of reis, or about 800,000*l.* sterling.

This scheme is already so far advanced that Government Commissioners are at present employed in preliminary calculations. The plans have been drawn and estimates prepared by Mr. James Abernethy.

The objections to this scheme seem to me to be:—

1. That a current, strongly charged with sand from the river, runs to the northward with considerable velocity during nine months of the year, and, although in the space proposed to be occupied by the harbour, *i.e.*,

between the Leixoes reef and the shore, there is at present nothing to interfere with the source of this current, there are, nevertheless, considerable deposits of sand, and it is to be supposed that, were any obstructions to be created, such as piers, breakwaters, &c., the sand would very soon choke up the harbour altogether.

2. That unless the breakwaters were to reach, or nearly to reach the shore on each side, they would afford no protection from southerly or northerly gales.

3. That the additional loading and unloading of goods would ruinously increase the cost of importation.

4. That the harbour would never be used but as a port of refuge (if it could be kept clear of sand), or when the river harbour was closed, and could, therefore, not be self-supporting.

5. That the principles of open competition are so little acted upon in this country, that merchants would probably be forced, and, as I have been informed, already foresee that they would be forced to forego the use of the present harbour in favour of the new one.

Taking into consideration the set of the sea-currents along the coast, there seems to me to be no possibility of preventing the accumulation of sand at the mouth of the Douro so long as the direct encounter of the tidal and river-currents continue to take place. To strengthen the force of the river-current by narrowing its channel would be but to defer this encounter for a few yards. It would still occur under precisely similar circumstances a little further seawards.

It has appeared to me that the only mode of surmounting this difficulty and rendering the entrance of the Douro perfectly navigable, would be by directing the stream southwards along and outside the edge of the Cabedello, and by this means to cause it to meet the sea-current obliquely and turn it from the coast. To effect this object it would be necessary either to allow the river to occupy a channel (to be widened and deepened for the purpose) which formerly existed a little to the north of the Pedras de Paula (see Plate III). This channel, through which only a portion of the river once passed, was in the memory of some of the inhabitants, available for fishing boats, &c. It would then be necessary to protect the river mouth by building a breakwater in the sea at an obtuse angle with the coast line, and running north-west and south-west, and facing the point of discharge so as to direct the fresh water current southwards, and afford the least resistance to the prevalent storms from the south. Probably a more feasible plan to effect the same purpose would be the building of a strong breakwater of loose stones from the north shore to the Felgueiras rock, and as far south as would be found necessary to turn the current through the existing channel southward.

The set of tidal and river currents in the river are exhibited in Plate II. The strength of both is greatly increased both by floods and by gales, but the direction of neither is by these causes materially changed.

That some such scheme, as I have suggested, would successfully remove the impediment of the Bar, is made probable by the state of things observable in the different river harbours along the coast, all which rivers are Bar rivers, and discharge their waters into the sea under very much the same circumstances as the Douro. At Vianna the river flows into the sea, and is met by a strong south-westerly current by which a bar is formed, but the river inclines to the southward at the point of discharge forced thereto partly by the configuration of the coast, partly by the presence of artificial works increasing the effects of this configuration. At Vianna the Bar offers no impediment to navigation, because the channel is direct, broad, and always open.

The River Lima swells out near its mouth into a broad estuary, more than two thirds of the area of which is exposed at low water. As at Oporto, a sandpit or Cabedello has been thrown up (by the same action of currents as in the Douro) on the southern bank at the point of contact with the ocean. Off the northern bank an assemblage of rocks, assisted by a breakwater, serve to direct the course of the river southward. The plan of the Bar and harbour at Vianna in Plate V (taken from Government drawings), on which the movement of the currents is laid down, shows how the sea-current forces the current of the river obliquely into the deep sea, and thereby prevents the accumulation of sand.

Oporto, September 21, 1866.

PRUSSIA.

MEMEL.

Report by Mr. Vice-Consul Ward on the Trade of Memel for the Year 1865.

THE anomalous state of business at Memel caused by the Danish war in the year 1864, was succeeded in the following year by the recurrence of trade under its ordinary features. Although the transactions in agricultural produce were inconsiderable, owing to a bad harvest and unfavourable prices, those in the staple article of export from this port, viz., timber, were larger than in the previous year; and upon the whole the year 1865 may be said to have been a satisfactory one. The importations of coal and salt were greater than in 1864, and other articles contributed their usual share in the general business. The number of ships which arrived at this port in 1865, viz., 929, was slightly below that in 1864; but their burthen, 115,210 lasts, was greater.

The treaties of commerce recently concluded by the German Customs Union with France and Great Britain respectively, in consequence of which the import duties on corn, grain, flax, and coals have been abolished—the reduction of the harbour dues, the opening of a part of the King William's Canal, and the completion of the Tilsit-Insterburg Railway—could not fail to exercise a beneficial influence upon the trade of this port; and although Memel itself is still without a direct railway communication with Russia, and with the rest of the Prussian monarchy, it is to be hoped that the day is not far distant when the wishes of the inhabitants in this respect will, with the aid of the Government, be carried into effect.

This report will be received in London at an unavoidably late period of the current year; but my predecessor not having furnished any report for 1865, I have thought it best to prepare one from the best materials which I have had time to collect, and to leave more detailed notices of the trade in particular articles for my reports in future years.

I. SHIPPING AND NAVIGATION.

The total number of ships which arrived at the port of Memel in 1865 was 929, and their burthen 115,210 lasts.* The departures amounted to 926 ships, of 114,412 lasts burthen. Compared with former years, these numbers will stand as follows :—

1. Arrivals.

					Number of Ships.	Burthen in Lasts.
1862	..	..	..	..	870	107,849
1863	..	..	..	..	904	101,832
1864	..	..	..	..	1,023	105,090
1865	..	..	..	..	929	115,210
Average of 4 years					930	107,488

* 1 last of 4,000 lbs.

410 lbs. avoirdupois.

2. *Departures.*

	Number of Ships.	Burthen in Lasts.
1862	886	110,722
1863	930	106,539
1864	1,023	105,078
1865	926	114,412
Average of 4 years ..	941	109,185

By the above Tables it will be seen that although the number of ships arrived and departed in 1865 was slightly below the average, and less than in 1864, their burthen was greater than in any one of the preceding three years.

Classified according to their nationality, the ships which arrived in 1864 and 1865 belonged to the following countries:—

Nationality.	1864.	1865.
British	243	109
Prussian	184	440
Norwegian	177	114
Swedish	167	4
Dutch	131	77
Danish (including Schleswig and Holstein) ..	47	56
Hanoverian	26	63
Mecklenburg	17	37
Russian	10	11
Oldenburg	7	1
Belgian	6	1
Hamburgh	4	6
French	2	1
Lubeck	2	9
Total	1,023	929
Add ships built at Memel, and those remaining in port on December 31, 1863, and on December 31, 1864, respectively ..	38	46
General Total	1,061	975

The large decrease in the number of British ships was chiefly owing to the circumstance that, during the Danish war in 1864, neutral vessels were in greater demand than in 1865, when the war had ceased, and German ships were more sought after.

Forty-nine ships remained in port on the 31st of December, 1865. All British ships had, however, left before the close of the year.

The destinations of the ships cleared outwards in 1865 were as follows :—

Destination.	Number of Ships.	Burthen in Lasts.
Great Britain	486	81,899
Belgium	75	11,389
Holland	52	4,283
Prussia	83	3,117
Spain	10	2,134
Bremen	52	1,591
Hanover	36	1,459
Norway	30	1,007
Schleswig and Holstein ..	26	920
Italy	3	718
Oldenburg	13	601
Russia	6	470
France	4	329
Hamburgh	5	187
Sweden	4	130
Denmark.. .. .	3	124
Lubeck	4	109
America	1	130
Africa	7	1,326
Australia.. .. .	1	475
The interior, viz., the Curish Haff, &c. }	25	2,014
Total	926	114,412
Add ships remaining in port on December 31, 1865 }	49	9,934
General Total.. ..	975	124,346

The above statements of ships entered and departed include both sailing and steam vessels.

The shipping belonging to the port of Memel, at the end of 1865, consisted of 95 sailing ships of 22,243 lasts burthen, and 9 steamers of 375 lasts burthen, and 426 horse-power. Five ships, of 1,343 lasts burthen, were built at this port, and three ships were lost during the year. The steamers are partly employed in carrying on the communication between Memel, Tilsit, and Königsberg, and some small ports on the Curish Haff, and partly assist as tugs for ships coming in from sea.

The navigation of the Curish Haff, the river Niemen, and other smaller streams of this district, was opened on the 24th of April, and continued till the close of the year, with little interruption. The number of barges and boats frequenting those waters, which arrived at Memel in 1865, was 5,041.

On the 16th of October, 1865, the first part of the King William's Canal was opened to the public. This canal begins at a point about 15 English miles distant from the mouth of the river Minge (which enters the Curish Haff at the same place as the Niemen), and runs in an easterly direction into the river Drawöhne, which flows into the Haff about 12 miles from this town. Hitherto all timber rafts which descended the Niemen from Poland, and were destined for this port, had to be floated out of that river directly into the Haff, and had to round a projecting headland, called the Windenburger Ecke, in order to gain the middle of the Haff. This proceeding has always been attended with much risk, as

the rafts, not being able to weather the strong winds and waves generally prevailing at this point, were frequently broken up, and the timber was entirely lost. Now, however, the rafts can be brought out of the Niemen directly into the Minge, from thence through the canal into the Drawöhne, and having descended this river, they can be safely floated along the shore of the Haff to this town. The second part of the canal, which is being constructed, is to run from the Drawöhne into the Haff close by the town of Memel. Although, by the completion of this canal, a work long desired by the inhabitants of these parts will be accomplished, it has been much questioned whether, by simply cutting through the Windenburger Ecke, the headland above mentioned, the same object might not have been achieved with less labour and expense, especially as during a part of the year the ascent of the river Minge, swollen by the rains and the melted snow, is rendered impracticable for the rafts.

The average depth of water at this port during the year was 17 feet. It was one of the few years in which dredging machines were not obliged to be used to clear the navigable channel.

The reduction of the harbour dues was an event of importance, as Memel, by the present reduced rates, is placed on a similar footing with the other Prussian Baltic ports. The rates are now as follows:—9 silbergroschen ($10\frac{4}{5}d.$) per last for ships laden, and $4\frac{1}{2}$ silbergroschen ($5\frac{2}{5}d.$) per last for ships in ballast.

A lifeboat station and rocket apparatus have been established at Schwarzort on the Curish Nehrung (the sandbank between the Haff and the sea), a village situated about 17 miles from Memel, where shipwrecks often take place, and means for assisting ships in distress were very much wanted. A lighthouse or a beacon at Nidden, likewise on the Curish Nehrung, about 25 miles from Memel, although of urgent necessity, has not yet been erected.

The average freights during the year were as follows:—

1. For Timber.

To London	16s. 6d. to 18s. 6d. per load.
Hull	15s. 6d. 16s. "
Coal Ports on the East Coast of England	12s. 6d. 13s. "
Gloucester	20s. "
Liverpool	17s. 0d. 19s. 3d. "
Belfast	20s. "
Dublin	19s. 0d. 21s. "

2. For Rags, Corn, and Flax, in First-Class Vessels.

To Firth of Forth	28s. to 30s. per ton of Rags.
Hartlepool	32s. 6d. " "
East Coast of Scotland	30s. to 34l. " Flax.
Ghent	36s. 6d. " "
Dunkirk	55 francs " "
London	3s. 2d. per quarter of Wheat.
Hull	3s. 3d. " "
Leith	3s. 0d. " "
Holland	20 to 21 florins per last of Rye.

3. For Imports.

Salt from Torreveja	13s. to 14s. per ton.
Coals from East Coast of Great Britain	6l. 10s. to 7l. 7s. 6d. per keel.

A new Mutual Marine Insurance Company was formed here by the principal shipowners in the year 1865, the former company having been dissolved in 1864.

II. TRADE AND COMMERCE.

The reduction of the harbour dues, already mentioned, as well as the abolition of the import duties upon corn, seeds, flax, and coals, had a beneficial effect upon the principal branches of trade of this port in the past year; and the completion of the Tilsit-Insterburg Railway, although not yet extended to this city, was likewise favourable to the import trade.

The total value of the imports and exports by sea (those by land are not ascertained), compared with the year 1864, was as follows:—

Imports.

1864. 1865.
2,993,420 Prussian dollars. | 2,775,340 Prussian dollars.

Exports.

7,305,350 Prussian dollars. | 6,809,670 Prussian dollars.

The quantities and value of the different articles of import and export in 1865, are given in the subjoined Tables:—

IMPORTS by Sea in 1865.

		Quantities.	Value in Prussian Dollars.
Salt, Torreveja	centners	833,581	293,000
„ St. Ubes	„	33,720	10,600
„ English	„	505,147	146,200
Herrings, Norwegian ..	barrels	30,803½	216,000
„ Scotch	„	9,636	122,000
„ Dutch	„	41½	620
Coals and Coke	centners	1,030,492	316,770
Sugar	„	11,359	170,950
Coffee	„	899	22,420
Other Colonial Produce ..	„	11,940	479,800
Manufactured Goods ..	„	7,100	716,070
Tea	chests	250	12,500
Iron and Iron Manufactures	centners	19,842	79,390
Wine and Spirits	„	23,300	227,470
Bricks, Tiles, &c.	„ ..	..	25,500
Tar and Pitch	barrels	762	7,400
Potatoes	scheffels	42,418	35,350
Oil	centners	2,657	42,510
Tin	„	670	12,600
Stones	„	10,858	10,860
Cement	barrels	1,686	7,330
Miscellaneous Articles ..	.. ..	..	181,800
Total .. ..	.. ..	..	2,775,340

EXPORTS by Sea in 1865.

	Quantities.	Value in Prussian Dollars.
1. Fir and White Wood :—		
Timber pieces	177,238	1,506,523
Timber Ends "	1,333	3,999
Sleepers "	52,916	26,458
Half Sleepers "	56,938	18,979
Planks "	443,368	443,368
Battens "	1,054	703
Plank Ends "	13,736	4,579
Boards "	1,371,654	548,662
Board Ends "	15,001	2,000
Lathwood fathoms	1,716	42,900
Staves shocks *	193 ¹ / ₁₅	5,790
Firewood fathoms	3	30
Trenails shocks	50	50
Fir Staves blocks	161,819	17,980
Spars pieces	254	7,530
Scantling "	10,141	6,761
Laths "	14,805	1,192
2. Oak Wood :—		
Timber "	789	11,046
Thick Stuff "	217	1,953
Wainscottings "	6,616	132,320
Clap Boards shocks	914 ¹ / ₅	68,550
Planks pieces	332	508
Staves of all kinds shocks	36,007	1,201,366
Corn and Grain "	..	707,380
Mats pieces	14,143	1,700
Oilcakes centners	14,198	32,000
Bones "	12,254	25,700
Flax "	75,480	951,290
Hemp "	320	2,400
Rags "	137,406	570,000
Calf-skins "	5,064	253,190
Spirits of Wine "	2,997	64,783
Amber lbs.	606	15,860
Other Articles "	..	132,120
Total "	..	6,809,670

As the official statistical Tables do not contain an account of the countries from which the above articles were imported, and to which they were exported, it is not possible on this occasion to give a statement of their origin and destination. By reference to Head 1. of this Report, it will however be seen that more than one-half of the exports were destined for Great Britain, as out of 901 ships cleared from this port during the year, 486 were bound to that country.

The transactions in the leading articles of trade at Memel, in the year 1865, were as follows :—

Corn and Grain.—The effect of the abolition of the import duty on corn, with which these parts are supplied chiefly by the neighbouring Russian provinces, was not strong enough to efface the disadvantages of a bad harvest in 1864 and 1865, and the trade in agricultural produce was therefore inconsiderable. Of *Rye*, 2,116 lasts, worth 212,000 dollars,

* 1 shock = 60 pieces.

were exported, chiefly to Norway. Compared with the two previous years, a large decrease will be observed, viz. :—

Exported in 1865	2,116 lasts, value 212,000 dollars.
" 1864	12,064 " " 960,000 "
" 1863	6,689 " " 630,000 "

Of *Wheat* only 22 lasts, value 3,500 dollars, were exported at a high price; and the trade in *Barley* likewise only amounted to 605 lasts, value 43,000 dollars, sent chiefly to Holland. *Oats* were exported in small quantities to England. The amount was in—

1865	258 lasts, value 15,500 dollars.
1864	738 " " 30,000 "
1863	2,200 " " 88,000 "

The business done in peas was quite inconsiderable. The transaction in crushing and sowing linseed were satisfactory, although not so large as in the two previous years. The amount of crushing linseed exported to England, Sweden, Denmark, Schleswig, and Belgium was, in—

1865	2,630 lasts, value 360,000 dollars.
1864	4,100 " " 574,000 "
1863	3,033 " " 450,000 "

The quality of the sowing seed especially was good, and it fetched high prices, the quality exported was three times as great as in 1864, and was destined chiefly for England and Belgium. The competition of Riga is very much felt in the linseed market, as even the neighbouring district of Tilsit supplies that port with linseed, on account of the imperfect communication with Memel.

Potatoes are chiefly imported into this district from Pommerania, and form the principal part of the food of the rural inhabitants. The prices during the year were high up to the end of the summer, when an average harvest caused them to fall considerably.

Flax.—Owing to the termination of the civil war in America, the prices for this article rose considerably in the middle of the year, and although at first the inferior quality of the flax sent to foreign countries threatened a falling off of demand, by much care on the part of the Russian growers an animated trade was carried on in the latter part of the year. The want of a railway to Tilsit is much felt here in this branch of trade, as in winter exporters have to obtain their supplies at Königsberg, whither the flax is taken on account of the cheaper means of transportation. Flax of home growth was not exported at all from Memel, but almost entirely bought up by a large mill at Insterburg. Compared with the two previous years the exports in this article from hence amounted to viz., in—

1865	75,480 centners, value 951,290 dollars.
1864	80,645 " " 968,000 "
1863	73,264 " " 880,000 "

Hides and Skins.—A considerable business is done in calf-skins with England and Frankfort-on-the-Maine; to England about 200,000 calf-skins were exported, and 150,000 skins of better quality were sent to Frankfort and the South of Germany. The transactions in other skins and hides are very small.

Salt.—The sale of this article being a monopoly of the Prussian Government, all importations, excepting those on Government account, are in transit for Russia. The quantities imported from England and Spain during the last three years were as follows :—

	1863.	1864.	1865.
Weight in centners	867,198	852,647	1,372,448
Value in Prussian dollars ..	310,000	317,000	449,800

The price of salt fell nearly 7 per cent. during the year, and the quantities remaining on hand at the end of 1865 were very large. The port of Riga has taken away from Memel a great portion of the salt trade, and now supplies many districts which formerly used to buy from Memel houses. It is satisfactory to be able to state that on the 1st of April, 1867, the Government monopoly on salt is to cease, and the trade is to be opened to the public; instead of the prohibition, an import duty, or a consumption tax of 2 dollars per centner is to be levied. The sale of salt has for centuries been a monopoly of the State, and the revenue gained thereby is already, in the year 1829, stated to have been 4,783,000 dollars, and since that time, owing to the increase of the population, has nearly doubled itself, for in 1865 it amounted to 9,277,473 dollars. A large part of the revenue, viz., 2,809,966, was, however, applied to the expenses of collection. The consumption of salt annually (12 lbs. per head) is nearly the same in all classes, and the tax therefore presses heavier upon the poorer man, although the money expended for salt is paid in very small sums, the abolition of the monopoly has, therefore, been generally desired. Many of the Government salt works in Prussia will then probably be sold, if purchasers can be found, for some of these establishments actually cost more to maintain than is produced by the sale of the salt. The principal Prussian salt works are at Halle and Stassfurt, to which those of Lüneburg (in Hanover) will now be added.

Herrings.—A flourishing business was carried on throughout the year in herrings, and the prices rose considerably in consequence of large demands. On the other hand the poorer classes who consume chiefly Norwegian herrings (at about two-thirds the price of Scotch), had to suffer from the high prices. The import duty of 1 dollar per tonne (barrel) is also a heavy charge upon the consumer, and a reduction or abolition of this duty would be very desirable. The quantities and value of the herrings imported during the last three years were as follows:—

	1863.	1864.	1865.
Number of Barrels	43,809	37,453	39,481
Value in Prussian dollars ..	244,050	253,300	338,620

Coals.—The abolition of the import duty on coals, and the comparatively low freights for this article had a good effect upon its sale at this port, it was even found to answer to take coals from Memel to Königsberg, which, as a rule, competes largely in this branch of trade, but in consequence of higher rates of freight was unable to do so in 1865. The low rates for the carriage of coals on the Tilsit-Insterburg Railway, had considerable influence in increasing the trade, and the extension of that line to Memel would doubtless procure still more favourable results. 43,000 tons were supplied to the St. Petersburg-Kowno Railway Company. Newcastle engine coals and nut-coals were in great demand towards the close of the navigation, and the quantities remaining on hand at the end of the year were small. The Memel gas works consumed 12,367 tons of coal, which produced 10,000,000 cubic feet of gas, and 16,086 tons of coke, worth $7\frac{1}{2}$ silbergroschen per ton. The quantity and value of the

coals and coke imported in 1865, compared with the two previous years, were as follows :—

	1863.	1864.	1865.
Weight in centners	643,975	685,124	1,030,492
Value in Prussian dollars ..	161,000	171,281	316,770

Rags.—The business done in rags, although pretty extensive, could not be called satisfactory. A want of demand for foreign countries caused the prices, which in winter had been fixed at 130 silbergroschen per centner for spring supplies, to fall in May and June (when large quantities were brought to this market from Russia) to 120 and 125 silbergroschen. In July and August a further fall took place to 122½ and 117 silbergroschen, and in September and October to 120 and 115 silbergroschen per centner. Even these low prices were unable to produce greater sales, so that rags of better quality, which had been brought here in the meantime, were sold without profit, and those of inferior quality with considerable loss. This discouraging state of affairs caused a complete stagnation in the export trade, till a sudden demand for rags for America, in the autumn, produced a favourable change in the English market, and enabled Memel exporters to clear off considerable quantities at a fair price. The stock remaining on hand at the close of 1865 was 31,963 centners. Compared with the years 1863 and 1864, the exports of rags amounted to—

	1863.	1864.	1865.
Weight in centners	130,267	148,256	137,406
Value in Prussian dollars ..	650,000	691,000	570,000

Timber.—Favoured by the low rates of freight and the comparatively low prices which ruled in 1864 for the various kinds of wood, a good business was done in 1865, and large stocks were cleared off. The importation of timber from the country were smaller than in 1864, and owing to this circumstance higher prices were obtained later in the year, especially for fir timber. Of the 901 ships leaving Memel last year, 657 of the burthen of 95,713 lasts were loaded with timber and all kinds of wood, valued at 4,053,247 dollars; the prices of the particular sorts will be found stated below. The value of the exports in the three last years were as follows :—

	Prussian Dollars.
1863	3,165,000
1864	2,929,860
1865	4,053,247

Amber.—The amber trade is almost entirely in the hands of one Memel firm which for some years past has been engaged in obtaining it out of the Curish Haff, at a distance of about 15 miles from this town. The works have been gradually extended, and the business has become a very profitable one. The amber is brought up from the bottom of the Haff by common dredging-machines, and appears in all sizes and qualities mixed with bituminous matter. In the year 1865, 53,000 lbs. of amber were obtained in this way, which was 17,000 lbs. more than in the previous year, the expenses for the dredging, washing, sorting, &c., amounted to 72,000 dollars. The price of amber varies according to the size and quality of the piece from 4 to 30 dollars per lb., there are about

twenty-five different sorts. The countries to which it is chiefly exported are Austria and France, and for a short time past orders for amber have been received here from England for India and China.

I subjoin a list of the market prices of the various articles of trade at Memel at the end of the year 1865.

						Silbergroschen.
Rye, per scheffel	..	..	..	..	..	60
Wheat	"	..	..	..	..	100
Barley	"	..	..	..	..	37
Oats	"	..	..	..	..	30
Peas	"	..	..	..	..	65 to 75
Flax, per 31 lbs., 4 brand	..	..	..	..	..	120 to 125
" Wilna, " crown	..	..	..	..	..	155
Hemp	"	..	..	..	..	55 to 75
Linseed, crushing, per scheffel	..	..	..	..	..	65 to 90
" sowing "	..	..	..	..	..	100 to 115
Rapeseed, per scheffel	..	..	..	..	..	100 to 110
Potatoes	"	..	..	..	..	22 to 26
Bones, per centner	..	..	..	..	..	44 to 46
Calf-skins, per lb.	..	..	..	..	..	12 to 18
						Dollars.
Horsehair, per centner	..	..	..	..	..	20 to 30
						Silbergroschen.
Bristles, per centner	..	..	..	..	..	12 to 50
Feathers	"	..	..	..	..	5 to 8
Salt, Torreveja, per $\frac{2}{3}$ sacks of 189 lbs.	..	..	..	..	..	58 to 60
" St. Ubes	"	..	..	..	..	56 to 58
" English	"	..	..	..	..	48 to 50
Coals, Newcastle, per ton of 2 scheffels	..	..	..	..	..	12 to 12 $\frac{1}{2}$
Coke	"	..	..	..	..	7 $\frac{1}{2}$
						Dollars.
Iron, English, per centner	..	..	..	..	..	3
" Swedish	"	..	..	..	..	4 $\frac{1}{2}$
" German	"	..	..	..	..	4 $\frac{1}{2}$
Cement, London, per barrel	..	..	..	..	..	4
" Pommeranian	"	..	..	..	..	3 $\frac{1}{2}$
Oil, Linseed, per centner.	..	..	..	..	..	15
" Hemp	"	..	..	..	..	14 $\frac{1}{2}$
Petroleum, refined, per barrel of 2 $\frac{1}{2}$ centners	..	..	..	..	..	17 $\frac{1}{2}$
Tar, Swedish, per barrel	..	..	..	..	..	6 $\frac{3}{8}$ to 8
" Polish and Curish, per barrel	..	..	..	..	..	3 to 4 $\frac{1}{2}$
Pitch, Swedish	"	..	..	..	..	9 $\frac{3}{8}$ to 10 $\frac{1}{2}$
" Polish and Stettin	"	..	..	..	..	6 $\frac{1}{2}$ to 8
Spirits, raw 8,000 (net)	..	..	..	..	..	17
Herrings, Norway, spring	"	..	..	..	..	13 $\frac{1}{2}$
" Scotch, crown	"	..	..	..	..	11 $\frac{1}{2}$
						Silbergroschen.
Rags, per centner	..	..	..	..	..	115 to 120
Wood:						£ s. d.
Square Timber, best middling, per load	..	..	..	..	..	3 2 6
" 2nd "	..	..	..	..	..	2 10 0
Deals, 2nd ordinary, per standard	..	..	..	..	..	5 10 0
" 3rd "	..	..	..	..	..	4 15 0
" 2nd white "	..	..	..	..	..	5 0 0
" 3rd "	..	..	..	..	..	4 0 0
Lathwood, per fathom of 4 feet	..	..	..	..	..	3 15 0
Staves, per 1,000 crown pipe	..	..	..	..	..	180 0 0
Wainscottings, per foot	..	..	..	..	..	5 0 0

The forwarding trade to Russia, formerly a most important feature in the trade of Memel, is now reduced within a very small compass, as the traffic is chiefly carried on by the East Prussian Railway, viâ Eydt-kuhnen. Although the distance to that line has been lessened by the completion of the railway from Insterburg to Tilsit, still the communication being impeded during the winter months through the want of a

bridge across the Niemen, a serious obstacle is placed in the way of forwarding goods from Memel during a part of the year.

The Royal Prussian Branch Bank, established here about twenty-five years ago, continues to do a good business: an account of its transactions is, however, not made public.

The monthly rates of exchange on London during the year 1865, were as follows, per 1*l.* sterling :—

						Lowest.		Highest.	
						Dol.	Sgr.	Dol.	Sgr.
January..	..	..	..	..	..	6	20 $\frac{1}{4}$	6	20 $\frac{3}{4}$
February	..	..	..	..	..	6	21 $\frac{1}{4}$	6	22 $\frac{3}{4}$
March ..	..	..	..	..	..	6	22 $\frac{5}{8}$	6	23 $\frac{1}{4}$
April ..	..	..	..	..	..	6	22 $\frac{5}{8}$	6	23 $\frac{1}{2}$
May ..	..	..	..	..	..	6	22 $\frac{1}{2}$	6	23 $\frac{1}{2}$
June ..	..	..	..	..	..	6	22 $\frac{7}{8}$	6	23 $\frac{3}{8}$
July ..	..	..	..	..	..	6	23 $\frac{1}{8}$	6	23 $\frac{3}{4}$
August ..	..	..	..	..	..	6	23 $\frac{1}{2}$	6	24 $\frac{1}{4}$
September	..	..	..	..	..	6	22 $\frac{1}{2}$	6	23 $\frac{1}{2}$
October ..	..	..	..	..	..	6	21 $\frac{1}{2}$	6	22 $\frac{1}{2}$
November	..	..	..	..	..	6	20 $\frac{1}{2}$	6	21 $\frac{5}{8}$
December	..	..	..	..	..	6	21 $\frac{1}{2}$	6	21 $\frac{3}{4}$
Average lowest and highest rate during the year }						6	22 $\frac{1}{3}$	6	22 $\frac{9}{16}$
Average rate during the year per 1 pound sterling }						6 dol. 22 sgr. 5 pfg.			

The monthly rates of discount during the year were as follows :—

	Per cent.		Per cent.
January	5 $\frac{1}{2}$	July	4
February	4 $\frac{1}{2}$	August	4
March	4	September	5
April	4	October	6 $\frac{1}{2}$
May	4	November	7
June	4	December	7

which gives the average rate of discount for 1865, at 4.9 per cent.

The English equivalents of the money, weights, and measures used in this Report are as follows :—

1 dollar = 30 silbergroschen = 360 pfennigs	= 3 shillings sterling.
6 dollars 20 silbergroschen	1 sovereign sterling.
1 last (of 40 centners)	4,410 pounds avoirdupois.
1 centner of 100 pounds	110 $\frac{1}{2}$ pounds avoirdupois.
1 last of corn = 56 $\frac{1}{2}$ scheffels	10 $\frac{1}{2}$ imperial quarters.
1 scheffel	0.186 imperial quarters.

III. AGRICULTURE.

Great progress has been made within the last twenty years in the cultivation of land in this district. The extensive plantations of trees and brushwood along the sea-coast which were commenced in the year 1815 by the mercantile community of Memel, and which have been extended from time to time, have succeeded admirably, and now form a barrier against the strong winds which used to sweep over the country round this town, and rendered cultivation impossible. Large tracts of land, formerly mere sand-wastes, have been made arable and now yield average crops to the proprietors. The value of many of the farms in the neighbourhood has, during the last fifteen years, doubled itself. The chief

agricultural productions are rye, wheat, barley, and potatoes; the prices of these articles at the end of the year, and the state of the market have been stated in another part of this Report.

IV. POPULATION AND INDUSTRY.

The population of Memel, according to the last census (taken two years ago) amounted to 25,000 inhabitants, including the suburbs of Bommelswitt and Schmelz. The timber trade affords employment to a large part of the population; there are twenty-seven mills for sawing up the timber on its arrival from the Russian forests, of these twenty-three are windmills, which, owing to the prevalence of wind in these parts, can be kept at work with little intermission; the other four are driven by steam. There is in the town one steam-cornmill, also four breweries, and two small machine-manufactories. The trade-tax levied from persons engaged in business of every kind was paid in 1865 by 11 first-class merchants, 216 second-class merchants, and 227 tradesmen, and also by various other professions.

V. PUBLIC WORKS.

The completion of one part of the "King William's Canal," and the advantages afforded thereby to the timber-trade, have been mentioned under Head I of this Report. The building of the stone wall, enclosing the west side of the winter-harbour, has been carried on during the year, and will soon be finished. The fortifications in process of construction on the Curish Nehrung (the sand-bank between the sea and the Curish Haff) will be completed in 1867; they are to consist of a fort and outworks; another fort is to be erected on this side of the water between the town of Memel and the lighthouse, which, together with the former one, is intended to guard the entrance of the port.

The land communication with the interior requires much improvement. During the five winter months the high roads to Russia are in such a state as to be almost impassable; the only means of communication with the rest of this province is by the high-road to Tilsit, and when the passage across the Niemen is rendered impracticable by the floating ice, this town is completely cut off from the interior of the country. The railway from Insterburg (on the Königsberg St. Petersburg line) to Tilsit having been opened in 1864, a part of the line so long desired by the inhabitants of this district, is completed; but the time of its eventual continuation to Memel still seems very doubtful. The great expense of a bridge across the Niemen at Tilsit has hitherto prevented the negotiations on this subject from being carried to a satisfactory result; the Royal Ministry of Commerce has however promised to take into its consideration the construction of the bridge, on condition that the Russian Government will bind itself to continue the Tilsit-Memel Railway from the frontier at Memel to Libau and Riga. This condition is apparently fair, and by its fulfilment this port would profit greatly, as a railway to Russia is even of greater commercial importance to Memel than one to Tilsit.

The negotiations between the Prussian and the Russian Governments have, however, not yet led to the result desired, and it is to be feared that Memel will have some time longer to suffer from the want of proper means of communication with the adjoining provinces both of Prussia and Russia.

VI. GENERAL REMARKS.

The influence of the Treaty of Commerce, already referred to, between the German Customs-Union and France, has been most favourable to the development of navigation and commerce; but a commercial

treaty with Russia has also long been much desired in these parts of Prussia which carry on so large a business with the adjoining provinces of the Russian empire. The commercial relations with Russia in regard to money transactions, credit, customs, and the administrations of justice, are at present in such an ill-regulated state, that business cannot but suffer severely from the want of reforms in those matters. The Memel Chamber of Commerce and the mercantile community also hope that, previous to the conclusion of such a treaty, they may be consulted by their Government in order that the peculiar grievances and wants of this district may be brought under notice. The Chamber of Commerce at Breslau some time ago presented a memorial to the Prussian Ministry of Commerce, requesting that the Government on entering into a commercial treaty with Russia would not merely conclude a custom's convention (*Zoll-Cartell*), but that it would more amply and generally provide for the interests of the Prussian mercantile world. Considerable reductions in the enormously high Russian tariff, and an entire reform of the administration of the existing laws respecting commercial matters, are deemed essential to the effective development of the commercial intercourse between Russia and Northern Germany.

Memel, September 20, 1866.

FRANCE.

LA ROCHELLE.

Report by Consul the Hon. H. P. Vereker on the Trade of La Rochelle during the Years 1860-1865.

LA ROCHELLE is the chief city of the Charente Inférieure, and the residence of the Prefect of the Department, of the Military Commandant, of the General Council, of the Director of the Custom-houses, and of the principal Consular Officers of foreign countries, except the British Consul, who resides at Tonnay-Charente. The port of La Rochelle is excellently situated for commerce, fully sheltered, with secure and large anchorages outside, easy communication to the Islands de Ré and D'Oleron, and in a position to command a large trade, not only with the south-west of France and Brittany, but with England and Continental countries. The port itself, besides the outer port, consists of three basins, completely quayed on three sides: the first, called the harbour, used chiefly by coasting vessels and steamers, and the last, or New Dock, being the usual place for the reception and discharge of foreign cargoes. One side of the latter is in immediate proximity to the railway, and a tramroad runs to the quay, so that vessels carrying coals and such like can be at once discharged into the trucks. The port is subject to the tides, and should be entered or left according to the tide. In the port of discharge a vessel of moderate draught may float even at lowest tide; but in the harbour the case is different, as the soft mud accumulates rapidly, and is removed by opening sluices to cause a rush of water at the ebb of the tide. In this port vessels can be cleaned, caulked, and repaired. Although the arrangements for shipping at La Rochelle are sufficient for the present commerce, and those engaged in the trade express themselves satisfied, yet they do not provide for any considerable increase in the trade, as the facilities are limited to the length of quay, which even at present is fully occupied. The railway now constructing from Angoulême *via* Cognac to Rochefort, there to connect with the La Rochelle Line, may have an important bearing on the trade of the latter port. It is known that the brandy (the principal produce) shipped from La Rochelle is but a portion of the produce of the surrounding districts, and it is probable that the remainder finds its way to Cognac, to be shipped as the produce of that favoured locality. Upon the opening of the railway to Cognac, which is expected to take place in December, 1866, there will necessarily be a rivalry between La Rochelle and Rochefort, with both of which ports the new railway will communicate, to get the trade which has hitherto been almost the monopoly of Tonnay-Charente. La Rochelle is a brandy producing district, and Rochefort is not so; Rochefort is lower down the river Charente than Tonnay-Charente, and therefore more accessible; and Tonnay-Charente is the nearest port to the best brandy producing districts, and has the prestige of being the centre of the trade; but what effect those rival interests may have on the future localizing of the trade is uncertain. La Rochelle contains 18,904 inhabitants, including some foreign residents. The descendants of some of the ancient country families still reside there, and the proportion of Protestants to the other sects is greater than in the remaining parts of this Consular district.

IMPORTS.

The principal imports to La Rochelle are divided into the following heads :—

1. Coal, &c., including coal, coke, cement, and china clay ; coal being 95 per cent. of the whole item.
2. Iron, including pig, bar, and sheet iron, iron plates, &c.
3. Iron manufactures, including machinery, anchors, chains, &c.
4. Wood, &c., including planks, staves, beams, and dyewoods ; the two first-named constituting about 90 per cent. of the whole.
5. Grain, &c., comprising wheat and flour.
6. Fish, &c., including produce of deep-sea fisheries, codfish, ling, and spermaceti ; the first item comprising nearly the whole.
7. Cheese, &c., including salt and preserved meats, and other animal produce ; cheese comprising about 80 per cent. of the total.
8. Miscellaneous, including molasses, sugar, coffee, olives, oil, &c. ; molasses being the most important article.

The following Table, No. 1, shows the quantity and value of the importations at La Rochelle during each of five past years, according to the above division.

The importance of the French fisheries on the coast of Newfoundland, carried out from the Islands of St. Pierre and Miquelon, and with which La Rochelle is a principal centre of communication, is seen from the foregoing figures. Another feature is that the importations of manufactured iron exhibit a decrease, whilst there is an augmentation in the quantity of unwrought iron introduced. In other articles there is little change.

The imports have been supplied chiefly by the United Kingdom, as will be more particularly seen by the following details, Table No. 2, in which the division of articles of import previously specified is maintained.

No. 1.—IMPORTS to La Rochelle.

Merchandise Imported.		Years ended 31st December.											
		1860.			1861.			1862.			1863.		
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Coal, &c.	.. ..	Kilos. 24,420,923	Francs. 732,627	32,513,018	Francs. 975,360	Kilos. 32,462,953	Francs. 974,488	Kilos. 27,392,198	Francs. 821,765	Kilos. 30,386,816	Francs. 911,604		
Iron ..	.. ..	297	87	11,175	3,352	125,228	38,467	102,996	30,898	..	..		
Iron manufactures	.. ..	18,700	9,350	20,736	10,893	5,257	2,628	4,200	2,100	12,300	6,150		
Wood, &c.	.. ..	5,934,777	593,476	7,786,730	778,672	4,575,281	457,528	6,161,276	616,127	6,203,107	620,310		
Grain, &c.	.. ..	1,038	416	2,648,213	1,057,008	593,182	201,272	..	..	..	..		
Fish, &c.	.. ..	1,615,056	969,033	2,239,984	1,343,990	1,209,412	779,647	1,666,947	1,000,168	1,448,000	838,800		
Cheese, &c.	.. ..	41,045	73,861	23,483	42,239	25,007	45,012	65,176	117,316	41,440	74,592		
Miscellaneous..	.. ..	300,498	60,098	775,299	155,058	702,876	140,574	1,560,910	312,182	334,425	66,885		
Total .. ..	.. ..	..	2,438,948	..	4,366,102	..	2,639,616	..	2,900,556	..	2,568,341		

No. 2.—Imports from each Country.

Articles.	1860.			1861.			1862.			1863.			1864.		
	Quantities.	Value.	Kilos.	Quantities.	Value.	Kilos.	Quantities.	Value.	Kilos.	Quantities.	Value.	Kilos.	Quantities.	Value.	Kilos.
United Kingdom—															
Coal, &c. ..	24,420,923	732,627	32,513,018	Franks.	975,360	32,462,958	Franks.	974,488	27,392,198	Franks.	821,765	30,386,816	Franks.	911,604	30,386,816
Iron.. ..	297	87	10,175	3,052	48,275	43,275	48,275	14,482	102,996	30,998	30,998	..	..	..	..
Iron manufactures ..	700	350	12,900	6,450	2,500	2,500	6,450	1,250	1,000	500	500	2,100	1,050	..	..
Grain, &c. ..	1,088	416	388,812	155,248	97,784	97,784	39,113	..	..	..	..	..	..	..	..
Cheese, &c.. ..	..	..	100	180	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous ..	128,615	25,723	463,423	92,684	103,894	103,894	20,778	..	4,500	900	900	150,000	30,000	..	..
United States—															
Iron.. ..	..	..	1,000	300	..	..	..	..	..	..	..	..	..	..	..
Wood, &c. ..	745,200	74,520	237,700	23,770	286,560	286,560	28,656	801,276	801,276	801,276	801,276	1570,584	57,053	..	..
Grain, &c. ..	..	..	111,900	44,760	405,398	405,398	162,159	..	..	..	..	..	..	..	..
Fish, &c. ..	..	..	13,134	7,880	..	422	84	..	7,900	1,530	1,530	..	..	..	..
Miscellaneous ..	..	..	172	34	..	..	..	..	..	..	..	..	..	..	..
Sweden and Norway—															
Wood, &c. ..	4,403,928	440,392	7,300,005	730,000	3,968,721	3,968,721	396,872	5,320,000	5,320,000	5,320,000	5,320,000	5,626,793	562,679	..	..
Hanseatic Towns and Germany—															
Wood, &c. ..	305,649	30,564	249,025	24,902	..	..	..	..	..	..	..	..	..	..	..
Grain, &c. ..	..	..	283,400	113,360	..	..	..	..	..	..	..	..	..	..	..
Belgium—															
Iron.. ..	..	..	..	..	..	79,953	23,985	..	..	..	..	..	..	..	..
Iron manufactures ..	..	..	..	..	..	2,757	1,378	..	..	..	..	..	..	..	..
Algeria and Spain—															
Grain, &c. ..	..	..	1,859,101	743,640	..	..	..	..	..	..	..	..	..	..	..
Russia—															
Wood, &c. ..	480,000	48,000	..	..	320,000	32,000	32,000	40,000	40,000	4,000	4,000	5,730	573	..	..
West Indies, Cuba, &c.—															
Miscellaneous ..	171,883	34,376	311,704	62,340	598,560	598,560	119,712	1,548,510	1,548,510	309,702	309,702	184,425	36,885	..	..
Holland—															
Cheese, &c.. ..	41,045	73,861	23,383	42,089	25,007	25,007	45,012	65,176	65,176	117,316	117,316	41,440	74,592	..	..
Newfoundland—															
Fish, &c. ..	1,615,056	969,033	2,226,850	1,336,110	1,299,412	1,299,412	799,647	1,666,947	1,666,947	1,000,168	1,000,168	1,448,000	888,800	..	..
Countries not specified—															
Iron manufactures ..	18,000	9,000	7,886	3,943	..	..	..	..	3,200	1,600	1,600	10,200	5,100	..	..

1 Kilo = 1,000 Grammes = 2 lbs. 3 oz. 4½ drachms British.

25 Francs = £1 Sterling.

EXPORTS.

The principal exports from La Rochelle are divided under the following seven headings, viz. :—

1. Brandy.
2. Wine, white and red.
3. Vinegar.
4. Salt.
5. Grain, &c., including wheat, barley, oats, rye, potatoes, beans, and peas.
6. Vegetable products, including linseed, mustard, trefoil seed, vetch, green haricots, oil cakes, fruit, &c.
7. Miscellaneous, comprising principally coals re-exported to supply steamers, but also including fire-wood, salted fish, and some other articles of little importance.

The following Table shows the quantities and values of the various articles exported from La Rochelle, in accordance with the division designated above and during the five past years enumerated :—

Exports from La Rochelle.

Articles.	Years ended 31st December.									
	1860.		1861.		1862.		1863.		1864.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Brandy litres	989,250	Frans. 989,250	701,651	Frans. 701,651	314,291	Frans. 282,843	439,713	Frans. 307,783	504,687	Frans. 353,241
Wine "	341,956	102,582	158,474	47,505	228,257	68,469	196,169	55,842	504,673	150,795
Vinegar "	27,703	5,921	39,197	9,662	28,407	5,655	28,019	7,942	112,288	27,948
Salt kilos.	5,048,382	151,449	503,271	14,092	768,279	23,040	1,013,800	30,414	3,757,800	82,734
Grain, &c. "	296,319	88,890	109,373	32,708	1,214,900	363,467	678,160	203,445	115,847	34,995
Vegetable Products "	967,039	280,729	111,145	33,339	208,464	63,532	267,847	71,352	26,660	7,965
Miscellaneous.. .. "	993,184	55,066	1,223,245	69,059	1,159,930	64,478	1,826,700	200,908	1,312,867	69,896
Total "	..	1,673,887	..	908,016	..	871,434	..	877,686	..	727,574

The Articles of Exportation, according to the foregoing Division, have been Shipped to the undermentioned Countries, as follows, viz.:—
EXPORTATION to each Country.

Articles.	1860.		1861.		1862.		1863.		1864.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
United Kingdom.—		Francs.		Francs.		Francs.		Francs.		Francs.
Brandy ..	7,356	7,356	24,461	24,461	7,502	6,750	4,466	3,122	3,279	2,289
Wine ..	8,466	2,538	17,561	5,268	21,432	6,426	31,137	6,339	23,805	6,840
Vinegar ..	188	47	4,652	930	24,900	4,980	1,218	243	438	87
Salt ..	64,900	1,947	4,820	144	26,866	804	61,200	1,836	44,800	1,344
Grain, &c. ..	31,618	9,483	15,455	4,644	1,086,055	324,815	572,155	171,645	13,095	3,927
Vegetable Products ..	927,515	278,254	109,490	32,847	207,215	63,163	267,442	71,232	20,890	6,267
Miscellaneous ..	75,000	2,500	152,220	6,044	190,400	6,708	295,750	109,414	480,250	22,204
United States.—										
Brandy ..	836,537	836,537	528,015	528,015	253,384	228,492	308,777	216,139	199,069	139,342
Wine ..	11,540	3,462	14,918	4,473	46,625	13,986	20,626	6,186	83,896	25,167
Vinegar ..	8,061	2,015	11,632	2,820	..	..	4,068	1,017	21	6
Salt ..	..	..	323,430	9,702	..	..	..	..	..	..
Grain, &c. ..	1,000	300	1,574	471	500	150	2,000	600	1,580	474
Vegetable Products ..	100	30	1,458	435	25	6	200	60	227	66
Miscellaneous ..	25,500	1,530	43,000	2,580	13,200	792	20,700	1,242	35,300	2,118
Norway and Sweden.—										
Brandy ..	268	268	317	317	183	162	86	56	428	294
Wine ..	50	15	363	78	110	33	228	66	1,474	441
Vinegar ..	70	17	2,296	773	131	32	1,234	321	46	11
Salt ..	369,500	11,085	174,853	4,244	247,542	7,425	250,600	7,518	255,300	7,659
Grain, &c. ..	2,193	657	5,441	1,532	1,785	534	1,680	504	8,155	1,245
Vegetable Products ..	10	3	..	..	105	80	..	..	183	54
Miscellaneous ..	1,000	60	4,500	265	6,000	280	7,000	340	8,230	446

EXPORTATION to each Country.—*continued.*

Articles.	1860.		1861.		1862.		1863.		1864.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Hanseatic Towns—		Francs.		Francs.		Francs.		Francs.		Francs.
Brandy ..	136,449	136,449	141,569	141,569	44,887	40,392	95,412	66,787	300,765	210,542
Wine..	215,869	64,758	98,116	29,673	148,605	44,580	106,194	31,857	399,645	110,892
Vinegar ..	15,230	2,807	19,412	4,853	2,050	312	20,810	6,202	110,562	27,540
Salt ..	..	..	35	1	..	..	..	..	100	3
Grain, &c. ..	900	270	1,350	405	..	..	.. 100	.. 30	830	249
Vegetable Products ..	50	15	..	..	..	..	..	..	..	..
Miscellaneous ..	113,000	4,260	56,000	2,120	13,000	460	12,000	440	80,300	2,600
Belgium—										
Grain, &c. ..	..	..	..	..	..	..	..	..	200	6
Vegetable Products ..	34,738	1,041	..	..	..	..	..	..	..	..
Miscellaneous ..	1,000	60	..	..	..	..	..	..	..	..
Newfoundland (St. Pierre, and Miquelon)—										
Brandy ..	3,041	3,041	..	..	870	783	1,200	840	975	665
Wine ..	50,091	15,027	..	..	220	66	100	30	2,480	744
Vinegar ..	4,150	1,037	..	..	1,000	250	504	151	1,211	302
Salt ..	4,613,300	138,399	..	..	384,496	11,532	701,800	21,054	3,457,300	73,719
Grain, &c. ..	130,592	39,177	..	..	..	..	.. 205	..	5,380	1,614
Vegetable Products ..	4,340	1,302	..	..	..	..	..	60	5,300	1,560
Miscellaneous ..	154,000	9,240	..	..	1,000	60	4,000	240	25,000	1,500
Holland, Zollverein, Denmark, Spain, &c.—										
Brandy ..	5,599	5,599	7,289	7,289	6,965	6,264	29,772	20,839	171	119
Wine ..	55,940	16,872	25,716	8,013	11,265	3,378	37,884	11,364	23,373	6,711
Vinegar ..	4	1	1,155	286	326	81	35	8	10	2
Salt ..	682	18	63	1	109,375	3,279	200	6	300	9
Grain, &c. ..	130,016	39,003	85,523	25,656	126,560	37,968	102,225	30,666	91,607	27,480
Vegetable Products ..	286	84	197	57	1,119	333	..	..	60	18
Miscellaneous ..	623,684	37,416	967,525	58,050	936,380	56,178	1,487,250	89,232	683,787	41,022

100 Litres = 1 Hectolitre = 22 British Imperial Gallons.

1 Kilo = 1,000 Grammes = 2 lbs. 3 oz. 4½ drachms British.

In reference to these Tables of exports, the following observations on the separate items composing them may not be out of place:—

Brandy.—For this article the United States is the chief customer, but the exports to America exhibit a remarkable and gradual decrease: thus in 1860 the exports to the United States were 836,000 litres, say 184,000 Imperial gallons; in 1864 they had fallen to 199,000 litres, or about 44,000 Imperial gallons. In this trade to the United Kingdom a decrease of the shipments to one-half is also, though not so gradually, manifested; and although there has been an increase in the shipments to the Hanseatic Towns and other countries, yet it does not compensate for the loss in the cases named, as the total shipments of brandy are found to be reduced from 989,000 litres in 1860 to 504,000 litres in 1864. These results appear to be due neither to diminished production, for there is in the district of La Rochelle a large increase in the breadth of land devoted to the cultivation of vines for the production of brandy, nor yet to augmentation in local consumption, but rather to the circumstance that districts which formerly supplied these exports to La Rochelle have now their produce directed to other ports of shipment as being more advantageous. It is probable that much of the brandy in question is shipped from Charente, in consequence of the reputation it has gained as the port of the Cognac district. This surmise is supported by the considerable augmentation shown in the exports from Charente; and if, as is supposed, brandy is sent to the market of Cognac from distant outlying districts, even the most cautious merchant may be deceived as to the district where it originated.

Wine.—The exports of wine to all countries appear to remain nearly stationary, but in the shipments to the United Kingdom and to the United States a gratifying increase is exhibited.

Vinegar.—This article is chiefly sent to Hamburg, but the smallness of the quantity exported is remarkable, there being various districts in the neighbourhood of La Rochelle, especially the Isle de Ré, very well suited for the production of vinegar. The lowness of the price and excellence of the quality would seem to indicate it might with advantage be exported to the United Kingdom.

Salt.—In the immediate neighbourhood of La Rochelle salt is extracted for exportation, but the principal supplies are derived from the salt-works in the Isle de Ré, and some also is received from the extensive salt marshes in the Marennes district and Isle d'Oleron. This industry is one of the most interesting of the department, and will be treated of in the Report upon the trade of those districts. The salt, though very easily soluble, and often showing a greenish or reddish tint, is considered particularly well suited for the salting of provisions; and thus it will be seen that the exports almost wholly take place to supply the Newfoundland fisheries, the chief stations of which, in connection with La Rochelle, are at the Islands of St. Pierre and Miquelon. Some is also exported to Norway and Iceland to supply the requirements of the fisheries in those localities. The price being so moderate would probably advantageously admit of the exportation of salt to the United Kingdom.

Grain, &c.—No remarks seem called for in regard to the exportation of grain and other agricultural produce, for in a district such as that around La Rochelle, where the average supplies of provisions but little exceed the requirements of local consumption, there will usually be large fluctuations in the trade in such articles, which, according to the season and the demands of other countries, are sometimes articles of export, sometimes of import.

SHIPPING AND NAVIGATION.

The following Table exhibits the shipping which entered and left the

port of La Rochelle during the five past years terminating 31st December ; and exclusive, in this as in other parts of the Report, of the coasting trade, the French vessels mentioned having been employed in the foreign trade. The vessels leaving in ballast have been omitted.

SHIPPING at La Rochelle.

Nationality of Vessels.	ENTERED.				CLEARED.			
	No. of Vessels.	Crews.	Tons.	Value of Cargoes.	No. of Vessels.	Crews.	Tons.	Value of Cargoes.
1860—				Francs.				Francs.
British	10	80	1,566	46,980	..	..	..	..
French	208	1,451	18,280	1,777,308	8	54	913	656,500
United States	1	9	412	41,200	3	26	924	652,000
Swedish and Norwegian	15	139	3,293	484,600	1	8	183	45,890
Dutch	1	5	73	73,860	2	9	129	64,497
Prussian	1	8	150	15,000	1	12	310	255,000
Total	236	1,692	23,774	2,438,948	15	109	2,459	1,673,887
1861—								
British	16	164	3,080	129,313	7	105	1,309	234,500
French	248	1,653	20,914	3,392,400	4	31	651	300,500
United States	4	40	1,432	143,000	3	30	981	320,500
Norwegian	17	176	4,186	627,900	1	10	129	23,870
Dutch	1	4	49	42,089	1	4	49	28,646
Prussian	1	9	200	20,400	..	..	..	..
Danish	1	6	112	11,000	..	..	..	..
Total	288	2,052	29,973	4,366,102	16	180	3,119	908,016
1862—								
British	12	90	2,332	69,960	1	10	120	60,000
French	242	1,621	21,096	2,119,744	14	95	1,561	624,494
United States	2	21	638	63,800	1	11	339	142,500
Norwegian	10	98	2,274	341,100	1	8	183	44,490
Dutch	1	3	49	45,012	..	..	..	..
Total	267	1,833	26,389	2,639,616	17	124	2,203	874,484
1863—								
British	9	87	2,616	78,480	1	11	304	158,900
French	241	1,724	21,444	2,457,630	8	59	1,048	510,698
United States	..	..	..	..	1	10	299	139,802
Norwegian	10	97	2,307	246,050	1	8	183	43,786
Dutch	2	8	98	118,396	1	4	49	24,500
Total	262	1,916	26,465	2,900,556	12	92	1,883	877,686
1864—								
British	21	152	4,009	120,270	2	13	289	84,836
French	215	1,392	18,165	1,747,729	13	84	1,375	518,498
Swedish and Norwegian	15	162	3,874	556,250	3	33	808	124,240
Dutch	1	4	49	74,592	..	..	..	..
Prussian	2	19	475	47,500	..	..	..	..
Mecklenburguese	1	10	220	22,000	..	..	..	..
Total	255	1,739	26,792	2,568,841	18	130	2,472	727,574

From the above Table it is seen that the official value of the foreign commerce at La Rochelle has been as follows during the five years under consideration.

VALUE of Foreign Trade at La Rochelle.

Years ended 31st December.					Imports.	Exports.
					Francs.	Francs.
1860	..	..	..	..	2,438,948	1,673,887
1861	..	..	..	..	4,366,102	908,016
1862	..	..	..	..	2,639,616	871,484
1863	..	..	..	..	2,900,556	787,686
1864	..	..	..	..	2,568,341	727,574

These figures indicate that the import trade remains almost unchanged, as the augmentation in 1861, arising from the large importation of corn, may be considered exceptional. On the other hand, the export trade shows a steady diminution, due principally to the decrease mentioned in the exports of brandy, and also, in a lesser degree, to the reduction in the value of that article.

Charente Inférieure, Nov. 10, 1866.

G R E E C E.

IONIAN ISLANDS.

Report by Mr. Consul-General Saunders on the Trade of the Ionian Islands, with two Annexes from Her Majesty's Consuls at Cephalonia and Zante, for the Year 1865.

THE trade of the Ionian Islands must be considered in a state of transition, under circumstances wherein the past can hardly furnish any guide as to the future; while the changes in progress have scarcely had sufficient time to develope their tendencies and effects.

IMPORT AND EXPORT DUTIES.

The Greek customs' tariff of import duties was brought into operation in these Islands on the 1st (13th) February, 1865, about eight months after their union with Greece; but as a provisional exception from the assimilation principle of placing the whole kingdom on the same footing, and in lieu of other financial burdens from which these Islands continue exempt as formerly, the old export duties have been for the present retained, whereby oil and currants pay an *ad valorem* duty of 18 per cent.; native wines, 6 per cent.; and soap, the manufacture of the Islands, 8 per cent.; other articles being exempt from duty. An additional tax of $1\frac{1}{2}$ per cent. is levied on the aforesaid articles for the road fund.

Currants.—Taking the average price of currants at the low rate of 25 dollars per 1,000 lbs., the duty would thus amount to 21s. $1\frac{1}{2}d.$ per 1,000 lbs., being about double the amount payable thereon in other ports of Greece, and for superior qualities three times that amount.

The export duties on currants in Continental Greece, which duties have been gradually diminishing under the customs' tariff of 1862, were in 1865 at the rate of $10\frac{1}{2}$ drachmas (7s. 8d.) for the dime or land-tax of one-tenth, and 2 drachmas (1s. $5\frac{1}{2}d.$) for export duty, making together 9s. $1\frac{1}{2}d.$ per 1,000 lbs.; in addition to which a municipal tax of 3 drachmas (2s. 2d.) per 1,000 lbs. is in some places levied thereon.

In the year 1860 it was proposed to reduce the *ad valorem* duty of $19\frac{1}{2}$ per cent., payable in the Ionian Islands on the export of currants, to a fixed duty of 14s. 2d., being the equivalent of the duties then levied on this article in Greece: that is to say, 15 drachmas for dime, and 5 drachmas for export duty.

This beneficial measure, however, whereby Ionian and Continental producers would have been placed on an equality on the one hand, with the convenience of a fixed duty on the other, found no favour at the time with the Legislative Assembly, which, intent upon other objects, and unwilling to devote its attention to matters of internal administration, never allowed the agricultural interest to reap the advantages of the contemplated reduction. The growers have therefore remained unduly burdened in this respect, it having been computed at that period that the annual export duties on oil and currants alone, during the last decennial period from 1850 to 1859, amounted to upwards of one-third of the average general revenue; the same interests having also to contribute their share to the remaining revenue in the shape of import duties and the like.

On the other hand, direct taxation being utterly unknown in the Ionian Islands, and considerable difficulties being likely to occur in the introduction of the system applicable to other parts of the kingdom, any relief in the one case must be coupled with conditions of a far more onerous character, as affecting a community accustomed to entire exemption in this respect.

During the ten years preceding the appearance of the vine disease in the Ionian Islands, the average amount of currants exported was 24,000,000 lbs., yielding an annual fiscal revenue of 36,591*l.*, equivalent to an average price of about 36 dollars (7*l.* 16*s.*) per 1,000 lbs.; and in the ten years ending the 31st of January, 1860, during which the vine disease prevailed, the average exportation became reduced to 18,000,000 lbs.; the average revenue derived therefrom, during such decennial period, being 28,499*l.*, showing an average price of about 37 dollars per 1,000 lbs., the duty in both cases being upwards of 30*s.* per 1,000 lbs.: that is to say, 30*s.* 6*d.* in the one case, and 31*s.* 5*d.* in the other.

The following Table exhibits the quantity and official value of the currants exported from the Ionian Islands during each year from 1850 to 1865 inclusive :—

Years.	Lbs.	Cwt.	Value.
			£.
1850	26,004,157	232,180	175,328
1851	40,198,126	358,912	191,497
1852	7,883,903	70,392	75,014
1853	13,874,992	123,884	131,274
1854	10,900,650	97,327	106,369
1855	6,810,875	60,811	132,307
1856	16,594,675	148,167	249,673
1857	11,603,624	193,604	103,890
1858	19,756,247	176,395	133,530
1859	25,752,830	229,936	152,237
Decennial } Average }	17,938,000	160,160	145,112
1860	31,517,616	281,407	149,527
1861	24,094,900	215,133	132,226
1862	33,395,168	298,171	153,680
1863	32,055,369	286,209	161,297
1864	28,035,583	250,317	131,029
1865	27,720,797	247,507	154,124

It will thus be seen that since the curative process of the sulphur remedy, now generally adopted, the average quantity exported has not only recovered its former position, but exceeded this by upwards of 20 per cent.; while some allowance must be made for increased cultivation, and for the fuller bearing of young plantations, as contributing to this result.

Oil.—The adoption of a fixed duty on oil, in lieu of the *ad valorem* rates hitherto affecting the export of this product, has long been advocated by the mercantile interest, as a surer basis for selling prices, irrespective of those fluctuations to which the present duties thereon are liable.

The average produce, although varying considerably according to the respective seasons, has been calculated at 73,000 barrels of 16 Imperial gallons (or 52 okes local measurement), during the last bi-decennial period, from 1840 to 1859, the average price having been at the rate of about 10 dollars (or 2*l.* 3*s.* 4*d.*) per barrel.

The quantity and official value of the oil exported from the whole of

the Ionian Islands, during each of the last sixteen years, may be seen from the following Table:—

Years.	Barrels.	Gallons.	Value.
			£.
1850	78,558	1,256,928	144,809
1851	71,310	1,140,960	115,099
1852	27,177	434,832	61,651
1853	58,955	943,280	142,427
1854	94,251	1,508,016	200,624
1855	63,219	1,011,504	132,195
1856	129,400	2,070,400	268,031
1857	26,355	421,680	58,962
1858	253,306	4,052,896	447,110
1859	50,069	801,104	104,582
Decennial Average }	85,260	1,364,160	167,548
1860	61,309	980,944	152,574
1861	81,325	1,301,200	201,912
1862	127,831	2,045,296	287,293
1863	52,128	834,048	131,990
1864	47,354	757,664	102,412
1865	119,709	1,915,344	246,171

The proportions in which the respective Islands have contributed to this traffic, during the last two years, are shown as follows:—

Oil Exported.	1864.		1865.	
	Barrels.	Value.	Barrels.	Value.
		£.		£.
Corfu	13,466	23,556	85,191	170,382
Cephalonia	2,988	7,063	3,322	7,391
Zante	21,900	48,793	26,696	59,398
Other Islands	9,000	18,000	4,500	9,000
Total	47,354	102,412	119,709	246,171

The average revenue received from this source, during the last decennial period, being 32,025*l.*, the duty of 19½ per cent. was at the average rate of 7*s.* 6*d.* per barrel, giving an average price of 9 dollars a barrel for fiscal purposes. When, however, as during the past year, prices have sometimes risen to 12 dollars the barrel, the duty thereon would amount to upwards of 10*s.*; whereas, according to the Greek tariff rate of 1 lepton per oke, the export duty would be at the rate of 52 lepta (or 4¾*d.*) per barrel, to which should be added the payment in kind of 7 per cent. in Continental Greece on the oil extracted at the mills, equivalent, at the aforesaid price, to 3*s.* 7½*d.*, thus making about 4*s.* in all.

IMPORTS AND EXPORTS.

The following tabular statements show the total value of imports and exports during the last decennial period and four subsequent years, to 1863 inclusive; no corresponding returns being obtainable for the whole of the Ionian Islands, under the new organization consequent upon the transfer of these Islands to Hellenic rule, the confusion incidental to such transition having reduced the data available for this purpose to a very

unsatisfactory minimum for the year 1864; and the several Island administrations being now independent of each other, and separately accountable to the Finance Minister at Athens :—

Years.	IMPORTS.			EXPORTS.		
	General.	In Bond.	Total.	General.	In Bond and Transit.	Total.
	£	£	£	£	£	£
1850.. ..	708,829	196,819	905,148	360,371	201,572	561,943
1851.. ..	730,565	239,850	970,415	358,758	271,801	630,559
1852.. ..	585,283	198,128	783,411	182,373	233,453	415,826
1853.. ..	682,823	251,705	934,528	334,731	292,559	627,290
1854.. ..	781,121	372,277	1,153,398	374,366	341,189	715,555
1855.. ..	719,092	310,915	1,030,007	324,883	338,014	662,897
1856.. ..	849,211	337,912	1,187,123	571,910	546,837	1,118,747
1857.. ..	790,715	301,335	1,092,050	222,219	549,418	771,637
1858.. ..	813,511	266,452	1,079,963	640,426	512,629	1,153,055
1859.. ..	804,269	303,120	1,107,389	312,521	526,711	839,232
Decennial Average	746,492	227,851	1,024,343	368,256	381,416	749,672
1860.. ..	893,088	311,864	1,204,952	366,426	591,670	958,096
1861.. ..	929,373	307,284	1,236,657	405,624	405,597	901,221
1862.. ..	932,929	340,184	1,273,113	502,358	606,161	1,108,519
1863.. ..	841,103	391,118	1,232,221	360,690	599,866	960,556

In the preceding statement, goods passed in transit, which have not been entered in bond are not comprised among imports, and create an apparent preponderance of exports in this respect. The fluctuations observable in the value of the general export trade are attributable to the success or failure of the olive crop in the preceding year.

It will thus be seen that during the four years antecedent to these changes (from 1860 to 1863), the import trade had exceeded the usual average by 212,393*l.* per annum; coupled with a corresponding increase in the export trade of more than equal amount, namely, 224,926*l.* per annum.

These results affording unmistakeable evidences of increasing prosperity up to the severance of the British Protectorate in these Islands, it remains to be seen how far these favourable manifestations may be maintained in the sequel.

By comparing the amount of duties levied at Corfu on imports and exports during the aforesaid period, with the two subsequent years, a considerable falling off will be observed in the import trade, amounting to about 25 per cent. per annum for Corfu alone, a favourable oil-crop having served to keep up the value of exports, as by the following Tables :—

Customs' Duties collected at the Port of Corfu during the undermentioned Years.

Articles.	IMPORTS.					
	1860	1861	1862	1863	1864	1865
General Merchandise.	£ 21,001 13 10	£ 23,864 13 2	£ 23,761 5 4	£ 19,804 6 9	£ 15,663 19 11	£ 17,797 9 1
Foreign Wines ..	361 10 3	250 10 8	420 18 6	154 1 0	86 2 4	82 2 11
Spirits ..	1,974 15 7	2,050 19 8	1,734 0 6	1,421 15 2	736 14 1	879 18 11
Corn and Grain ..	8,516 4 7	8,796 8 1	9,276 15 1	8,765 1 10	8,402 7 8	5,579 2 4
Flour ..	464 3 6	331 12 4	443 13 8	327 16 2	149 5 9	52 0 0
Live Stock ..	1,759 11 0	2,000 16 2	1,532 5 4	1,294 13 10	1,106 3 10	2,435 15 7
Tobacco ..	1,634 16 0	1,711 10 5	1,578 19 2	1,342 12 0	1,148 13 2	1,049 5 10
Totals ..	£35,712 14 9	£39,006 10 6	£38,748 8 7	£33,110 6 9	£27,293 6 9	£27,875 14 8
	EXPORTS.					
	1860	1861	1862	1863	1864	1865
Oil. ..	12,865 9 5	21,552 12 7	15,343 19 7	13,048 16 1	7,230 4 3	26,275 5 0
Soap ..	1,216 1 4	1,923 0 6	922 7 11	856 5 9	717 4 7	..*
Wine ..	31 7 2	29 9 9	10 10 4	51 3 7	56 19 9	29 5 5
Totals ..	£14,112 17 11	£23,510 2 10	£16,276 17 10	£18,956 5 5	£8,004 8 7	£26,304 11 1

* Duty removed.

This diminution in the import trade is likely to be still further enhanced by a contemplated municipal tax of 2 per cent., in addition to the ordinary tariff duties, which may naturally be expected to affect the consumption of the Island in its present impoverished condition, and thereby tax the receipts of the general Government, in providing for the support of local institutions, by a corresponding diminution in the customs' revenues in proportion to such reduced consumption, the difference being thus indirectly contributed by the State for municipal purposes.

The proportion in which the respective countries have participated in the import and export trade at the port of Corfu, during the year 1865, are as follows:—

Countries.	Value of Imports.	Value of Exports.
From and to—	£	£
Great Britain	137,721	51,191
France	5,068	“
Italy	15,993	3,127
Austria	59,828	48,173
Turkey	30,784	32,926
Danubian Principalities	21,963	“
Russia	67,849	29,965
Egypt	52	13,748
America	1,368	“
Totals	£360,626	£169,130

Coal.—In the foregoing statement is comprised the value of coal imported duty free, consisting, in 1865, of 25,482 tons, which, at the assumed value of 30s. per ton, would reduce the total amount available for duty to about 322,403*l.*, which, at the average tariff rate of 8½ per cent., would approximate to the actual receipts set forth in the antecedent Table.

Merchandise in Bond.—The value of merchandise entered in bond at the port of Corfu, during the year 1865, was—

	£
During the year 1865	282,207
To which add amount in Store on 1st Jan. 1865	84,647
Total	£316,854
Whereof introduced for Consumption	104,526
Exported to other parts of Greece	24,638
Exported to Foreign Countries	141,214
Remaining in Store	46,476
Total	£316,854

Transit.—Goods in transit (not comprised in the foregoing) are now allowed fifteen days for this purpose, instead of six as formerly; but on the expiration of this period they become chargeable with three months' rent in the bonding stores. Increased facilities are hereby afforded to open and repack in suitable dimensions for conveyance into the interior of the neighbouring Turkish provinces. Goods destined for other parts of Greece, which formerly passed in transit, may now be entered for importation here, being subsequently free in other ports of the kingdom.

Cotton.—No cotton is cultivated in the Ionian Islands for exportation, the small portions grown there being exclusively reserved for local purposes.

SHIPPING.

The number of British vessels which entered the port of Corfu, during the last five years respectively, and their tonnage, were as follows :—

				Ships.	Tonnage.
1861	..	..		156	105,101
1862	..	..		181	115,453
1863	..	..		153	109,205
1864	..	..		93	59,378
1865	..	..		113	64,151

The British and foreign shipping entering all Ionian ports in 1865, is shown by the following Return—the preponderance of the Austrian, and in some respects of the Greek and Italian flags, being chiefly attributable to the several lines of passenger steamers, more especially those of the Austrian Lloyd's, passing and repassing between the several ports.

Arrived.	Corfu.		Cephalonia.		Zante.		Other Islands.		Totals.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
British	113	64,151	43	15,887	83	19,144	2	105	241	99,332
Greek	325	34,502	303	54,508	927	70,004	308	10,449	1,863	169,463
French	...	...	1	112	8	2,436	...	...	9	2,548
Italian	162	51,541	15	1,356	36	4,813	8	472	221	58,182
Austrian.....	479	213,272	133	80,471	157	54,073	260	102,356	1,029	450,172
Ottoman.....	44	6,170	18	1,042	8	467	65	2,568	135	10,247
Russian	3	650	8	1,596	12	1,558	...	...	23	3,804
American	3	2,300	...	...	...	...	...	...	3	2,300
Other Flags.	17	2,983	5	735	10	1,642	1	47	33	5,307
Total.....	1,146	375,469	526	155,707	1,241	154,137	644	116,042	3,557	801,355

SUMMARY.

As a summary of the results experienced in consequence of the perturbations affecting mercantile interests in these Islands, it may naturally be inferred that considerable difficulties have been encountered in assimilating the Ionian element to new conditions and dispensations, which ordinary foresight might have been led to anticipate on the part of the latter, more especially as involving the sacrifice of that autonomy hitherto exercised in its own legislation, its own judicature, its own fiscal organization, and substituting instead a dependent position subject to extraneous control; while commerce must obviously be expected to stagnate under the influence of internal embarrassments and financial perplexities, coupled with vicissitudes of every kind to which the enthusiasts of yesterday were unaccustomed before; and it may well be doubted whether these Islands may ever be destined to rise again to that social elevation formerly attained under the beneficent auspices of British rule, then only appreciated best when irretrievably lost.

“facilis descensus Averno;
Sed revocare gradum, superasque evadere ad auras,
Hoc opus, hic labor est.”

Corfu, October, 1866.

ISLAND OF CEPHALONIA.

Report by Consul Sir Charles Sebright on the Trade and Commerce of Cephalonia during the Year 1865.

Currants.—The quality of this year's crop is held to be inferior to that of preceding years, a circumstance attributable to the heavy falls of rain during the winter and the earlier spring months, which prevented the proper and timely cultivation of the vines, and greatly counteracted the effects of the sulphur, on the due and regular application of which, since the prevalence of the vine disease, the abundance and quality of the produce mainly depend. In quantity, also, the crop is estimated at several hundred tons short of that of 1864. In all other respects the season was favourable, and the fruit was picked, dried, and housed in excellent condition.

By the accompanying Tables it will be seen that the exports of Cephalonia fruit, from the beginning of the season to the end of December, was 13,951,129 lbs., or 6,228 tons, of which 10,377,022 lbs., or 4633 tons, were shipped to the United Kingdom direct; but of the vessels cleared "for orders," three discharged there to the amount of 731,778 lbs., or 327 tons, so that the entire quantity exported to England amounts to 4,960 tons, in the conveyance of which 10 steamers and 8 sailing vessels were employed.

Of the above 4,960 tons, 3,204 were shipped for Liverpool—2,082 tons by steamers belonging to the British and North American Royal Mail Company, or the Cunard Line, and 562 by one belonging to Messrs. John Bibby, Sons, & Co. Thus the former Company appears to monopolize the greater portion of the carrying trade to Liverpool, which is also the principal mart for the produce of this island.

The first shipments of fruit to England did not meet with the favour accorded to the insular produce in former years. When compared with that shipped by first steamers from the Morea, it was found so inferior that it remained a drug on the market, and for some time scarcely any fresh orders were received, except at impracticable prices, so that the bulk of the exports was effected at the risk of the shippers.

This unusual feature in the trade, as regards Cephalonia, may be explained in two ways. In the first place, the Patras and Vostizza currants were of a quality exceptionally superior. Again, large quantities of the Morea fruit of the lower qualities, from the districts of Pyrgos, Calamata, Filiatra, and Navarino, was bought up for delivery in this island, where it was deposited, on arrival, in the "Transit" Stores, and thence reshipped for England at the convenience of the purchasers—naturally, although not necessarily, passing for Cephalonia produce. (See annexed Table.) It is impossible to deny the merit of ingenuity to this expedient, which, as a speculation, must have proved sufficiently remunerative; for besides a gain on the difference in weight, of over 5 per cent., the export duty in Greece is fixed at 11.50 drachmas (8s. 3½d.) per mil, whereas in the islands it amounts to 19½ per cent. *ad valorem*.

The prices of the season, on this side, were very fluctuating, having opened at 25 dollars per 1,000 lbs., equal to about 17s per cwt., free on board. They afterwards receded to 24 to 23 dollars (16s. 5d. to 15s. 10d. per cwt.), but later in the season rose to 28 to 30 dollars (18s. 10d. to 20s. per cwt.). The spirit of speculation, however, which, with an increased demand for the article, caused a rise in the prices, soon exhausted itself, and the markets again became flat.

The prices obtained in England for the first shipments could scarcely have proved remunerative, as they never exceeded 27s. for common quality, and 29s. to 31s. for better. Some very small choice parcels, indeed, fetched as high as 33s. to 34s.; but as freights were high, the expenses were proportionately enhanced, and shippers must have experienced a loss of about 1s. per cwt., if not more.

It is true that when prices rose freights had fallen, and speculators hoped to make some profits on later purchases; but it is but too probable that owing to a falling off in the demand, and the consequent flatness of the market, their profits will be far below what they had calculated on.

The high rates of freight paid at the beginning of the season are to be attributed to the scarcity of steamers at that period, caused by their being nearly all taken up in the conveyance of passengers from places infected with cholera to healthier localities, as also to the heavy quarantines to which arrivals from all parts of the Mediterranean were subjected. Hence freights opened at 60s., and gradually sunk to 35s., but rose later to 37s. 6d., which promises to become the rule for the remainder of the season.

It has been stated above that the quantity of fruit shipped up to the end of December amounts to 6,228 tons, sold and held for shipment there are 1,052 tons, still unsold about 30 tons, making the total crop of 1865 7,310 tons; against, in 1864, 7,580 tons, showing a falling off in the current year of 270 tons, or thereabouts. But comparative results can only be known with full precision when the whole marketable produce is disposed of and exported.

The above statement rests on information derived from the principal mercantile firms engaged in the trade, and may so far be regarded as perfectly reliable in all essential particulars.

Thus the amount of this year's produce may be fairly set down at 16,374,809 lbs., which, at the average price of 25 dollars per mil, yields a gross return of 88,696l. 16s. 8d., against 76,000l. in 1864. It is to be observed, however, that the profits of the grower are diminished beyond those of preceding years by the outlay for sulphur and the scarcity of labour, occasioned by extensive emigration, leading, as a necessary consequence, to an increase in the rate of wages, amounting in some instances to 100 per cent.

1.—TABLE of the Shipments of Cephalonia Currants, 1865 Crop, Places of Destination, and Modes of Conveyance employed.

	Steamers.*	Sailing Vessels.†	Total.
	Tons.	Tons.	Tons.
United Kingdom—			
London	2,829,251	363,274	3,192,525
Liverpool	5,921,806	1,047,026	6,968,832
Bristol	..	216,165	216,165
Orders	..	2,184,384	2,184,384
Hamburg	..	666,008	666,008
Antwerp	..	347,600	347,600
Dunkirk	..	268,809	268,809
Constantinople	..	18,480	18,480
Odessa	..	88,826	88,826
Grand total.. ..	8,750,557	5,200,572	13,951,129

* 10 British steamers.

† 18 Sailing vessels—13 British, 2 Dutch, 1 French, and 2 Greek.

2.—SHIPMENTS of Morea Currants from Cephalonia, as above.

	Steamers.*			Sailing Vessels.†			Total.		
	Tons.			Tons.			Tons.		
United Kingdom—									
London			968,416			..			968,416
Liverpool			3,473,437			223,698			3,675,135
Total			4,441,853			223,698			4,665,551

* 8 Steamers.

† 2 Sailing vessels.

3.—SHIPMENTS of Currants from Cephalonia, from August, 1865.

Date.	Flag.	Description of Vessel.	Vessel's Name.	Tonnage.	Rate of Freight.	Cephalonia Produce.	Morea Produce.	Destination.	Remarks.	Companies whose Steamers were Employed.
Aug. 26	British	S.S.	"Rhene"	943	60s.	1,260,516 lbs.	200,257	Liverpool	..	Bibby & Co., Liverpool.
Sep. 1	"	Schooner	"Hellenis"	750	"	337,634	..	London	..	Anglo-Ionian (Limited).
" 6	"	S.S.	"Golden Light"	120	"	306,525	..	Orders	..	Bt. N. A. R. M. S. Co. (Cunard).
" 7	"	Schooner	"Stromboli"	680	45s.	809,354	632,706	Liverpool	..	
" 9	"	"	"Astrea"	122	"	132,464	90,949	"	..	
" 14	"	"	"Merry Hart"	123	"	280,294	..	"	..	
" 21	"	"	"Seaman"	144	"	388,660	..	Orders	..	
" 22	"	"	"March Hare"	104	"	186,440	..	"	..	
" 22	"	S.S.	"Marathon"	1,213	45s.	1,337,809	1,345,150	Liverpool	..	Bt. N. A. R. M. S. Co. (Cunard).
" 26	Dutch	Schooner	"Spirit of the Wind"	152	"	407,898	..	Orders	..	
" 27	British	"	"Catherine"	201	"	327,352	..	Hamburg	..	
" 27	"	"	"Harry Emmett"	141	"	344,340	..	Orders	..	
" 27	"	"	"Onward"	161	"	37,192	..	"	..	
" 29	Greek	Brig	"St. Niccolo"	"	"	18,480	..	Constantinople	..	Anglo-Ionian (Limited).
Oct. 3	British	S.S.	"Coreya"	803	60s.	250,089	216,447	London	..	London W. N. Co. (late Pickerswell Brown).
" 5	Greek	Brig	"St. Spiridione"	"	"	88,826	..	Odessa	..	
" 12	British	S.S.	"Miranda"	642	"	216,711	490,269	London	..	G. J. Ser. Collier Co.
" 14	Dutch	Schooner	"Sverre"	141	"	413,988	..	Orders	..	Bolckovt Vaughan Middlesboro'.
" 24	British	"	"Brunette"	481	50s.	186,966	181,194	London	..	Taylor & Co., London.
" 28	"	"	"Ann"	463	60s. & 50s.	1,215,931	..	"	..	
" 28	"	"	"Tom John Taylor"	602	35s.	621,920	80,506	"	..	Bt. N. A. R. M. S. P. Co. (Cunard).
Nov. 3	Schooner	"	"Michel and Anne"	120	"	288,809	..	Dunkirk	..	
" 18	British	S.S.	"Morocco"	1,297	37s. 6d.	1,913,627	1,295,324	Liverpool	..	
" 24	"	Schooner	"Kate and Anne"	124	"	338,656	..	Hamburg	..	
" 30	"	Bark	"Robinsons"	326	"	634,268	182,749	Liverpool	..	
Dec. 2	"	Schooner	"First Fruit"	98	"	216,165	..	Bristol	..	
" 2	"	"	"Susan"	153	"	363,274	..	London	..	
" 13	"	"	"Storm"	142	"	347,600	..	Antwerp	..	
						13,951,129	4,665,551			

Grain.—The quantity of grain imported, principally from Russia and the Danubian Provinces, amounts to 385,775 kilos, valued at 2,295,488 drachmas, equal, at the tariff rate of 28·12 drachmas per £ sterling, to a total of 81,631*l.* 17*s.* 3*d.*

The whole of this grain appears to have been consumed in the island, with the exception, according to the customs' returns, of 11,370 ^{$\frac{80}{100}$} kilos exported to Continental Greece.

The following Table shows the quantity of grain imported during the year 1865, its value as per manifest, and the average selling prices in the Argostoli market :—

Whence Imported.	Quantity in kilos.	Value in Currency.	Value in British Money.	Price per Kilo.	Price per Quarter.
		Dollars.	£ s. d.	Oboli.	s. d.
Austria	638	3,828	139 13 8 $\frac{1}{2}$	105	35 0
Danubian Provinces	206,281 $\frac{1}{2}$	1,237,651	44,013 3 4	110	36 6
Italy	36	216	7 13 7 $\frac{1}{2}$	102 $\frac{4}{10}$	34 1 $\frac{6}{10}$
Russia	137,432 $\frac{1}{2}$	824,116	29,307 9 4 $\frac{1}{2}$	130 $\frac{8}{10}$	43 7 $\frac{1}{2}$
Turkey	41,887	229,677	8,167 11 4	114	38 0
Total	385,775	2,295,488	81,635 11 4 $\frac{1}{2}$	..	..

Soft grain (grano tenero) averaged 85 $\frac{1}{4}$ oboli per kilo, equal to 28*s.* 5*d.* per quarter.

Oil.—The oil-crop has not answered the expectations formed respecting it at the commencement of the season. It is difficult to form any accurate estimate of the actual amount of the crop, as the prices obtainable were not such as to encourage growers to bring their produce to market.

The following Table exhibits the quantities entered at the Custom-house for exportation :—

Exported.	Number of Barrels.	Value in Currency.	Value in British Money.	Price per Barrel.
		drs. lep.	£. s. d.	s. d.
England	1 $\frac{8}{10}$	84 35	3 0 0	40 0
Russia	1,571 $\frac{1}{10}$	99,734 80	3,546 15 1 $\frac{1}{2}$	45 1
Turkey	1,701 $\frac{1}{10}$	105,049 22	3,735 14 11 $\frac{1}{2}$	43 10 $\frac{1}{2}$
Danubian Provinces..	47 $\frac{8}{10}$	2,980 66	105 12 0	44 7 $\frac{1}{2}$
Totals	3,322 $\frac{1}{10}$	207,849 23	7,391 2 0 $\frac{1}{2}$	44 6

Currency.—Since the 25th January last the Greek currency is established in the Islands as the legal circulating medium. All public accounts are kept in it.

In terms of a law of the Greek Parliament, passed in 1833, French, Spanish, Austrian, Dutch, English, Sicilian, and Turkish gold and silver coins were admitted into circulation at a tariff valuation, calculated, however, at a rate considerably to the advantage of Greek commerce. So far was this the case, as respects English coins, that as early as 1835 modifications had to be effected. Hence, on the basis of such modifications, by a Royal Decree bearing date 26th February, 1865 (o.s.), the English crown piece, valued, according to the tariff of 1833, at 6 drachmas 50 leptà, is raised to 6 drachmas 90 leptà, the half-crown, shilling, and sixpence in proportion. As regards the £ sterling, the tariff of 1833, where it is fixed at 28 drachmas 12 leptà, continues in force; yet although this rate holds good for the payment of duties at the Custom-houses and other

Government offices, the value of the sovereign actually ranges from 28 drachmas 12 leptà to 21 drachmas 50 leptà.

But it is to be noted that the Greek coins, as far as the Islands are concerned, may be said only to exist in name. Gold pieces of 20 and 40 drachmas, silver 5-drachma pieces, or the drachma with its fractional parts of one-half and one-fourth, are rarely if ever to be met with in circulation. Their place is supplied by the copper decàres, or 10-lepta piece. In this coin payments are made at the local treasuries and elsewhere on Government account, and so extensively that it amounts not only to a great inconvenience, but is felt as a great hardship. The English silver coinage may be said to be maintained in circulation almost entirely by the Ionian Bank, which has branches in all the principal Islands, and as retaining a fixed value in relation to Spanish and Mexican dollars, whether in notes or specie, of which the circulating medium is principally composed. It is to be further observed that, according to the Greek tariff of 1833, the value of Spanish and Mexican dollars is fixed at 600 Greek leptà, 6 drachmas, each divided into 100 leptà, as it still continues to be; and hence the grounds of a great practical injustice, for the dollar being calculated in commerce at 52 pence, whereas the 600 Greek leptà, or 60 decàris, being current for 48 pence only, all payments made in this coin entail a loss upon the receiver of 8 per cent. on each dollar.

ABSTRACT of the Value of Merchandise exported from the Island of Cephalaria during the Year 1865, as per Custom-house Returns.

Countries to which the Exportations were effected.	Value of Merchandise Exported.	Equal to		
	Drachmas.	£	s.	d.
England	1,034,318-04	37,350	7	5½
Turkey	139,897-27	5,051	16	11
Germany	158,760-56	5,733	0	5
Principalities	6,083-16	219	13	4½
Russia	118,247-96	4,290	1	3½
Total	1,457,306-99	52,624	19	6

ABSTRACT of the Value of Merchandise imported into the Island of Cephalaria during the Year 1865, as per Custom-house Returns.

Countries whence Imported.	Value in Drachmas of Goods Imported.	Value in Sterling of Goods Imported.		
	Drachmas.	£	s.	d.
England	715,092-90	25,822	15	11½
Austria	616,479-20	22,261	14	11½
Principalities	1,237,689-00	44,694	6	6
Russia	876,023-50	31,634	3	7½
France	72,869-40	2,631	7	10½
Turkey	317,560-30	11,467	9	1½
Italy	224,704-35	8,114	6	5½
Total	4,060,418-65	146,626	4	7

N.B. The value in sterling is calculated at the par of exchange, say at the rate of $4\frac{8}{3}$ Spanish dollars per £ sterling, equal, at 6 drachmas per dollar, to 27·6923 per £ sterling.

Referring to the above Tables of imports and exports, furnished by the Collector of Customs of Argostoli, the amount and value of the former

may be taken as substantially correct. With trifling exceptions, all goods imported are disembarked at the port of Argostoli, and the amount of duties levied appears in the registers of that Custom-house. As regards exports, the case is different. Almost one-half the currant crop is embarked from the port of Lixuri, which, according to the now prevailing system, is perfectly independent of that of Argostoli, the Collector rendering an account of his intromissions to the Minister of Finance in Athens direct. No available means have been neglected in order to obtain an accurate return of the quantity of currants embarked from this port during the season, but hitherto without any satisfactory result. In order, therefore, to supply the deficiency, recourse must be had to the "Brokers' Returns," Nos. 1-3, given under the proper head, whence the case will stand as follows:—Total quantity of currants embarked up to the 31st December, 13,951,129 lbs., of which were exported from Argostoli, 7,217,022 lbs., value 37,350*l.* 7*s.* 5½*d.*, leaving for Lixuri 6,734,107 lbs., value, at 25 dollars per mil, 36,476*l.* 7*s.* 6*d.* Total value of exported currants, up to 31st December, 73,826*l.* 15*s.* 1½*d.* Thus, in order to arrive at an approximate idea of the true value of exports for the year, to the amount given in the Argostoli Customs' Returns, 52,624*l.* 19*s.* 6*d.* must be added the further amount, 36,476*l.* 7*s.* 6*d.*, value of exports from Lixuri, giving a total of 89,101*l.* 7*s.*

Hence, taking the value of imports at 146,626*l.* 4*s.* 7*d.*, there remains a balance, against the trade of the island, of 57,524*l.* 17*s.* 7*d.*

The resource of former years, arising from the remittances of emigrants to their families resident in the island, calculated, under ordinary circumstances, at little short of half a million of dollars, has this year fallen far short of the usual amount.

The greater or less numerical concourse of agricultural labourers to Continental Greece is determined by the demand for hands required for the cultivation of the grain and currant crops; but although the annual demand in this way is doubtless increasing, yet the increase is gradual, and not so extensive as materially to affect the extent of home cultivation, or the rate of wages on the spot; but this year the tide of emigration has taken a wider range, and has been directed towards the eastern coasts of the Mediterranean, chiefly to Egypt, Asia Minor, and the Danubian Provinces, with every prospect of abundant employment and high wages.

Unfortunately, owing to the outbreak of cholera all over the Levant, those seductive prospects of gain were in a great measure disappointed; and the poor emigrants, not only left without the means of affording the expected succour to their families, but subjected themselves to severe hardships and privations.

In the judgment of persons in a position to form an enlightened opinion on the subject, capital in this island, deriving from steadily increasing production and commercial profits, in the time of the British Protectorate, was accumulating at the rate of one million dollars annually.

As regards extending cultivation, it was visible to the eye of every observer, that the lower ranges of hills were being gradually furrowed with terraces, and planted with vines from base to top. The returns from this source were no doubt moderate, but they were found remunerative by a hardy and industrious peasantry accustomed to frugal fare, and passionately attached to their homes and families.

Circumstances are now altered. The withdrawal of a numerous British garrison, and the consequently diminished circulation of British money to the amount of some 36,000*l.* annually, has sensibly affected the demand for agricultural produce of every description, and the numerous class who found occupation and a livelihood in raising the required supplies for the market are compelled to emigrate or starve.

As was to be expected from the enterprising and industrious habits of this population, emigration has been adopted as the preferable alternative. The primary and immediate result has already been manifested in the rise of wages, by which cultivation has been seriously affected in its extent, and the profits of the currant-growers sensibly diminished; while, in view of the future, they see themselves deprived of their only hope, based in the comparative cheapness of labour, of being able to contend successfully for any length of time, against their more favoured rivals of the neighbouring Continent in the cultivation of this their staple article of produce.

APPENDIX.

LEADING ARTICLES Imported from different Countries in the Year 1865.

Name of Articles.			Quantity.	Value in drachms.		Amount in British Money.		
				dr.	lip.	£	s.	d.
Butter and lard	..	okes.	1839	3,904	00	140	19	6½
Bone manufactured	..	"	163 ²²⁰ ₄₀₀	511	50	18	9	5
Brass	..	"	226	1,193	00	43	1	7½
Brushes	..	doz.	227½	1,044	00	37	14	0
Cereals	..	..	385,775	2,295,488	00	12,892	12	5½
Flour	..	okes.	3,611	4,938	00	178	6	4
Caviar	..	"	6,014	34,181	00	1,234	6	3½
All other kinds	..	"		56,268	00	2,031	18	5½
Crockery	..	cwt.	4,032	19,057	00	363	3	4½
Cheese	..	"	4,604	5,382	00	194	7	0
Manufactured stuffs.	Fine cotton cloth	.. okes.	797	8,689	50	313	15	9
	Ordinary "	"	21,066 ²²⁰ ₄₀₀	97,146	00	3,508	1	0
	All other sorts	"	4,868½	41,644	00	1,503	16	2½
	Calicos printed	"	4,159	34,354	00	1,240	11	2½
	Other "	"	118½	946	00	34	3	2½
	All other sorts	"	591	6,344	00	229	1	9½
	Linens of different sorts	"	5,239 ⁷⁰ ₂₀	21,501	50	776	8	10½
	Woollen stuffs (coarse)	"	1,521	14,727	00	531	16	2
	Cloth	..	2,045	41,362	00	1,493	12	6½
	All other sorts	"	877½	15,504	00	559	17	4
	Silk in general	"	67	6,787	00	245	1	8½
	Gold stuffs	..	3½	760	00	27	8	10½
	Other varieties	"	541 ¹⁷⁰ ₁₀	8,663	00	312	16	7½
	Ready made dresses	"	204 ¹⁸⁰ ₁₀₀	9,062	00	327	4	9½
	Dye stuffs	..	7,369½	6,335	74	228	15	9½
Coffee	..	"	55,504	149,003	00	5,380	13	3½
Colonial produce	..	"	5,181	10,006	00	361	6	6½
Cotton wool	..	"	144 ¹²⁰ ₄₀	601	00	21	14	0½
Copper unwrought	..	"	322	566	00	20	8	9½
" wrought	..	"	1,259	8,901	50	321	8	10½
Firearms	..	Nos.	49	2,795	00	100	18	7½
Furniture	..	pieces.	992	13,803	30	498	9	0½
Gloves	..	pairs.	235	851	00	30	14	7½
Gold	..	value.		3,150	00	113	15	0
Hardware	..	okes.	..	10,948	60	395	7	4
Glass	..	cwt.	305	10,175	50	367	8	11½
Hemp	..	okes.	17 ²²⁰ ₄₀₀	666	00	24	1	0
Hats, felt	..	Nos.	3,870	11,295	00	407	17	6
" straw	..	"	7,025	6,239	20	225	6	1
Hoops (wooden)	..	bundles.	606,122	24,336	00	878	16	0
Iron, wrought	..	cwt.	788 ²⁰⁰ ₁₀₀	30,400	50	1,097	15	11
" unwrought	..	"	523 ¹⁰⁰ ₁₀₀	7,066	50	255	3	2½
Knives and forks	..	doz.	240½	2,620	00	94	12	2½

Name of Articles.			Quantity.	Value in Drachmas.		Amount in British Money.		
				drs.	lep.	£	s.	d.
Lead, unwrought ..	..	cwt.	1,981	1,320	00	47	13	4
„ wrought ..	..	„	4,105	4,102	00	148	2	6½
Medicines (drugs) ..	..	okes.	..	15,753	90	568	17	9½
Marble ..	..	pieces.	315	780	00	28	3	4
Machinery ..	..	„	2	100	00	3	12	2½
Other manufactures ..	..	„	..	40,785	70	1,472	16	4
Needles ..	..	okes.	.. ⁴⁰ / ₁₀₀	4	00	0	2	10½
Oils ..	..	„	2,747	4,009	40	144	15	8½
Pulse ..	..	„	76,535	37,609	50	1,358	2	5
Pastes and biscuits ..	..	„	2,029	2,378	40	85	17	9
Porcelain ware ..	..	„	151½	553	00	19	19	4¾
Phosphoric matches ..	..	„	5,242½	9,804	00	354	0	8
Paper ..	..	„	18,220½	52,632	00	1,900	12	7
Other products ..	..	„	..	15,488	40	559	6	1
Perfumery ..	..	„	65½	759	00	27	8	2
Playing cards ..	..	„	113	678	00	24	9	8
Ribands ..	..	„	8 ³⁴³ / ₁₀₀	434	00	15	13	5½
Rope ..	..	cwt.	194 ²⁶ / ₁₀₀	7,238	50	263	3	11
Rice ..	..	okes.	50,462½	41,871	50	1,511	10	6½
Salt and dried provisions ..	..	„	114,280	123,133	20	4,446	9	6½
Sulphur ..	..	cwt.	11,776½	83,831	15	3,027	4	9½
Barrell staves ..	..	Nos.	1,518,236	118,839	70	4,291	8	8
Soap ..	..	cwt.	178 ³² / ₁₀₀	1,101	50	39	15	6½
Steel, wrought ..	..	okes.	2,454	1,976	00	71	7	1½
„ unwrought ..	..	„	396	189	00	6	16	6
Sugar ..	..	„	198,484	278,347	50	10,051	8	9
Timber for building ..	..	pieces.	102,182	109,380	00	3,949	6	8
„ ship building ..	..	„	39	424	00	15	6	2½
Artificers tools ..	..	Nos.	437	1,546	00	55	16	6½
Tea ..	..	okes.	1½	45	00	1	12	6
Tobacco ..	..	„	7,656½	23,417	00	845	2	3½
Linen thread ..	..	„	125½	2,092	00	75	10	10½
Umbrellas ..	..	Nos.	966	3,702	50	133	14	0½
Wines ..	..	okes.	82	1,148	00	41	9	1½
All other kinds ..	..	„	2,038	5,753	00	207	14	11½
Watches ..	..	„	1	20	00	0	14	5½
Wool ..	..	„	224 ⁵⁰ / ₁₀₀	404	00	14	11	9½
Wax in general ..	..	„	4,499½	28,104	00	1,014	17	4
Zinc, unwrought ..	..	„	1,637	1,585	00	57	4	8½
„ wrought ..	..	„	179½	745	30	26	18	3½

EXPORTS.

Cereals ..	..	kilos.	3,160½	11,370	80	410	11	9
Olive oil ..	..	barrels.	3,322 ⁴ / ₁₆	207,849	50	7,505	13	6½
Tobacco ..	..	okes.	375	406	00	14	13	2½
Fruit, fresh ..	..	„	3,096	431	50	15	11	7¾
Lemons and oranges ..	..	Nos.	59,937	2,042	00	73	14	9½
Currants { Angostoli ..	..	lbs.	7,217,022	1,040,623	23	37,578	1	3
„ { Lixuri ..	..	„	3,346,777	502,332	00	18,139	15	4
Wine ..	..	barrels.	763 ⁶ / ₁₆	9,141	15	330	1	11½
Spirits ..	..	„	2¾	94	00	3	7	10
Figs (dried)* ..	..	cwt.	57	1,995	00	72	0	10
Cheese ..	..	„	410 ³³ / ₁₀₀	23,720	55	856	11	6½
Lard ..	..	okes.	123	88	40	3	4	1¾
Honey ..	..	„	579	727	00	26	5	0¾
Skins, undressed ..	..	„	3,234	9,945	00	359	2	6
Copper ..	..	cwt.	12 ¹⁹ / ₁₀₀	944	00	34	1	9½
Other natural products ..	..	value.	..	11,866	80	428	10	5¾
Local manufactures ..	..	„	..	74,363	97	2,685	7	3¾

* Imported from Greece and transhipped.

1.—BRITISH SHIPPING at the Port of Argostoli, Cephalonia, in the Year 1865.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
13	30	43	4,755	11,132	15,887	714	£ s. d. 25,822 15 11½

CLEARED.

27	16	43	11,992	3,895	15,887	714	60,172 13 4
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2.—BRITISH and Foreign Ships at the Port of Argostoli, Cephalonia, in the Year 1865.

ENTERED.

Nationality.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British Sailing Vessels	8	1,201	65	20	3,513	164	28	4,714	229	} £ s. d. 25,822 15 11½
British Steamers	5	3,554	147	10	7,619	338	15	11,173	485	
Greek Sailing Vessels	182	23,288	1,344	25	3,965	181	207	27,253	1,525	} 91,730 0 11½
Greek Steamers	96	27,255	1,813	"	"	"	96	27,255	1,813	
Austrian Sailing Vessels	20	2,913	155	6	323	34	26	3,236	189	} 47,721 10 0
Austrian Steamers	107	77,235	3,912	"	"	"	107	77,235	3,912	
Italian Sailing Vessels	13	1,015	117	2	341	19	15	1,356	136	} 8,114 6 5½
Ottoman	15	990	86	3	52	12	18	1,042	98	
Russian	6	1,176	77	2	420	25	8	1,596	102	} 11,467 9 1½
Dutch	"	"	"	3	497	23	3	497	23	
French	"	"	"	1	112	15	1	112	15	} 31,684 3 7½
Hanoverian	"	"	"	1	115	7	1	115	7	
Belgian	"	"	"	1	123	7	1	123	7	"
Total	452	138,627	7,716	74	17,080	825	526	155,707	8,541	216,490 6 2

CLEARED.

Nationality.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
British Sailing Vessels	14	2,034	120	14	2,689	126	28	4,723	264	} £ s. d. 60,172 13 4
British Steamers	13	9,958	414	2	1,206	54	15	11,164	468	
Greek Sailing Vessels...	170	23,279	1,264	38	4,034	283	208	27,313	1,547	} "
Greek Steamers	96	27,255	1,813	"	"	"	96	27,255	1,813	
Austrian Sailing Vessels	14	1,417	100	12	1,819	89	26	3,236	189	} 1,511 4 0
Austrian Steamers ...	107	77,235	3,912	"	"	"	107	77,235	3,912	
Italian Sailing Vessels	12	1,000	113	3	356	23	15	1,356	186	} 5,051 16 11
Ottoman "	3	47	11	15	995	87	18	1,042	98	
Russian "	6	1,098	66	2	498	36	8	1,596	102	} 4,270 1 3½
Dutch "	3	497	23	"	"	"	3	497	23	
French "	1	112	15	"	"	"	1	112	15	} 4,014 15 2
Hanoverian "	"	"	"	1	115	7	1	115	7	
Belgian "	"	"	"	1	123	7	1	123	7	"
Total ...	489	143,932	7,815	88	11,835	712	527	155,767	8,562	76,476 10 8½

3.—FOREIGN SHIPPING engaged in the Direct Trade at the Port of Argostoli, Cephalonia, in the Year 1865.

Nationality of Vessels.	ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.
Greek Sailing Vessels	207	27,253	208	27,313
" Steamers	96	27,255	96	27,255
Austrian Sailing Vessels	26	3,236	26	3,236
" Steamers	107	77,235	107	77,235
Italian Sailing Vessels	15	1,356	15	1,356
Ottoman	18	1,042	18	1,042
Russian	8	1,596	8	1,596
Dutch	3	497	3	497
Belgian	1	112	1	112
French	1	115	1	115
Hanoyerian	1	123	1	123
	483	189,820	484	189,880

4.—SHIPPING of each Nation employed in the Coasting Trade at the Port of Argostoli, Cephalonia, in the Year 1865.

Nationality.	ENTERED.			CLEARED.		
	Vessels and Boats.	Tons.	Crews.	Vessels and Boats.	Tons.	Crews.
Greek	531	9,903	2,183	531	9,903	2,183

Cephalonia, July 2, 1860.

ISLAND OF ZANTE.

Report by Consul the Hon. B. Wodehouse on the Trade and Commerce of Zante for the Year 1865.

Currants.—The total yield of currants in this island for the year 1865 may be estimated at 12,500,000 lbs., or 5,580 tons, against 12,000,000 lbs., or 5,357 tons in 1864.

The crop, and 1,487,000 lbs., or 664 tons, on hand on the 31st December, 1864, making in all 13,987,000 lbs., or 6,244 tons, was shipped as follows :—

Country.	Quantity.
	lbs.
Great Britain.. .. .	11,016,223
Belgium	1,513,290
America	376,169
Austria	359,372
Holland.	204,088
Turkey	1,468
Russia	58
Left on hand, 31st December.	13,469,668
Since Disposed of and Shipped	401,332
Unsold	116,000
	13,987,000

Morea fruit, formerly sent from Calamata, Pylos, Amfissa, &c., in boats to Patras, was brought here to the amount of 2,212,530 lbs., or 988 tons, and was shipped as follows :—

Country.	Quantity.
	lbs.
Great Britain	1,553,578
Holland	114,580
America	379,372
Left on hand on the 31st Dec., but since Exported	135,000
	2,212,530

The average price paid by the merchants was 27 dollars, or 117s. per mil, and for the Morea currants 100s. per mil.

Freights by sailing vessels to Great Britain, from 40s. to 47s. 6d. per ton, and 10 per cent. primage. Steamers, from 45s. to 60s. to London, and from 35s. to 55s. to Liverpool, and 10 per cent. tonnage per ton gross. For the Continent, by sailing vessel, from 37s. 6d. to 52s. 6d., and 10 per cent. primage nett. For America, by sailing vessel, 62s. 6d., and 10 per cent. primage nett. There was no shipment by steamer.

Sulphur.—Imported 2,190,944 lbs., which, after being pulverised, was sold at 19 dollars, or 82s. 4d. per mil. This is applied to the currants, and as yet has succeeded in arresting the disease by which the fruit has been attacked during the last ten years. It is usual to apply the sulphur

twice—previous to the appearance of the blossom, and again in about twenty days. The cost of the sulphur and extra labour comes to about 18s. per mil, being so much less profit to the grower.

Olive Oil.—The crop for the year 1865 may be estimated at 17,800 barrels, or 1,113 tuns, against 37,230 barrels, or 2,327 tuns in 1864. There was in store—

On the 31st Dec., 1864	..	..	..	..	Barrels.
Crop of 1865	..	..	..	..	25,800
					17,800
Total.	..	..	..	..	43,600

Country.	Quantity.
Exported—	Barrels.
To England	5,686
America	4
Turkey	5,606
Local Consumption ..	9,000
Soap Factories	6,500
In Store	26,696
	16,904
	43,600

Soap, made principally from the sediment of oil, is used for local consumption, and exported to the Continent of Greece, Austria, Russia, and Turkey. It sells from 3½d. to 4d. per lb., duty free.

Wine, both red and white, good and in abundance, is principally consumed in the island, though sometimes used to provision vessels.

Corn.—According to the Custom-house returns, the imports of cereals amounted to 305,566 kilo, or 38,196 quarters, and 621,135 lbs. of rice, amounting in the aggregate to the value of 77,245l.

The average quotation of the market price of wheat per kilo may be taken as follows :—

				s.	d.
Tangarog	..	..	..	6	3
Ismail	..	..	..	5	4
Galatz	..	..	..	5	0
Cornovi	..	..	..	4	7

The grain grown in the island is good, and suffices for about three months, being principally consumed by the rural population, but the labouring classes usually subsist for two months more on the corn which they receive in the Morea in exchange for their labour during the spring and autumn.

The value during the year was, of—

		£
Imports	188,594	
Exports	126,305	

During the year 1865, 821 vessels entered the port of Zante, measuring 87,437 tons; and 811 cleared, with an aggregate of 84,158 tons.

The Pitch Springs and Petroleum Company.—In April, 1865, a Company was formed in London called the “Zante Petroleum Company (Limited),” with a nominal capital of 60,000l. in 5l. shares, the first issue not to exceed 6,000 shares. I believe very little of this capital was subscribed for.

The pitch springs, two in number, are about 8 miles from this town,

and situated in the valley of Chesi, about 200 yards from the sea, where there is good shelter and anchorage at no great distance from the shore of the bay. The valley is marshy and wet in the winter, and very unhealthy during the hot months.

The Company commenced operations in May, 1865, by boring in two places, viz., close to the springs. They worked very slowly till the end of May last, when the Englishmen, four in number, having suffered from fever returned to their own country, and the work was suspended, the borings having reached respectively $214\frac{1}{2}$ feet and 175 feet. Though pitch of the same kind as that found in the surface had been struck at different depths, no petroleum had been found.

I am informed by the Director that he will commence work again in the autumn, and that he is expecting steam machinery from England.

I am inclined to think the funds of the Company have become nearly exhausted.

Zante, June 17, 1866.

NORWAY.

Report by Mr. Vice-Consul Crowe on the Trade and Navigation of Norway for the Year 1865.

The prosperity of Norway continues to develop itself in a satisfactory manner, and everywhere are seen evidences of increasing wealth and commercial enterprise.

Imports.—The nature and extent of the import trade for this year, as compared with the former ones, will be seen from the following Table of the principal articles imported:—

	1865.	1864.	1863.
Raw Cotton lbs.	4,417,919	807,571	503,871
Cotton Twist "	386,254	93,336	114,148
Ditto (twisted and coloured) .. "	70,126	41,906	40,542
Cotton Cloths (bleached and printed) .. "	34,676	37,118	35,439
Wadding "	623	226	2,558
Cotton Tissues (sundries) "	928,036	670,142	533,330
Sail Cloth "	1,346	1,807	9,511
Tapes and Cotton Bands combined with Gutta Percha, &c. .. "	19,637	18,016	18,794
Diaper and Damask "	3,171	2,373	2,926
Tricotage "	8,032	7,481	6,249
Blonde, Net, Lace, &c., of Cotton .. "	2,959	3,619	3,800
Other Cotton Goods (clear or open-worked) "	27,042	24,385	18,177
Other Cotton Goods (close worked, printed of all kinds) "	..	..	..
Butter "	2,796,731	3,223,376	4,427,382
Fresh Meat, pork "	130,641	74,616	68,304
Meat Salted, ditto "	1,636,231	3,012,808	4,709,756
Ditto, smoked and dried, ditto "	84,635	153,398	126,131
Meat of other kinds "	1,467,701	1,384,712	1,222,945
Tongues and Sausages "	53,738	95,778	57,207
Fat, Tallow, &c. "	593,762	762,564	1,132,490
Cheese "	870,915	704,795	830,229
Coffee "	12,063,895	9,471,789	11,981,885
Barley barrels	596,199	767,459	605,461
Peas and Beans "	23,491	36,368	30,864
Oats "	5,565	8,383	9,600
Wheat "	38,760	50,561	50,752
Rye "	795,469	904,584	930,931
Other Cereals "	4,134	4,802	6,117
Grits lbs.	77,922	88,021	63,527
Flour and Meal "	21,470,053	16,642,990	18,575,644
Coals tons	176,400	188,900	135,633
Sugar (refined) lbs.	6,323,496	5,084,599	4,549,123
Ditto (brown) "	5,850,658	5,080,719	5,656,283
Treacle "	3,692,224	4,041,677	5,783,406
Rock Salt "	203,840	..	78,400
Glauber Ditto "	267,658	64,322	2,739
Hartshorn Ditto "	26,898	20,864	19,830
Table Ditto "	17,316	27,810	12,908
Common Ditto barrels	740,611	632,960	761,290
Tobacco Stalks lbs.	11,806	..	..
" Leaves "	3,583,988	3,706,465	2,805,541
Snuff "	1,207	755	1,212
Cigars "	67,113	61,260	48,329
Tobacco "	17,785	13,780	10,981
Tea "	119,480	111,192	120,766

Imports of 1864—*continued*.

	1865.	1864.	1853.
Barrel Staves (all kinds) pieces	10,600,000	6,160,000	12,600,000
Barrel Hoops (of wood) "	10,808,800	5,532,700	8,807,000
Wool lbs.	454,270	832,559	312,403
Woollen Twist (all kinds) "	114,240	124,391	121,286
Felt "	1,434	1,245	1,096
Carpets, Blankets, &c. "	26,813	40,395	28,028
Woollen Stockings, Waistcoats, &c. .. "	84,374	79,111	93,519
Woollen Braids, and tissues combined with India-rubber "	442	586	701
Woollen Goods (of all kinds) "	1,006,082	1,249,043	984,418
Wine, in bottle quarts	58,722	33,122	35,610
Ditto, in cask or jars lbs.	1,791,962	1,636,866	1,557,342

The total importation of cereals in 1865, compared with the two former years, was thus as follows:—

			Imp. Qrs.
In 1863 about ..			775,133
1864 "			841,286
1865 "			694,455

The export was almost nil, with the exception of oats, of which the shipments are yearly increasing: they amounted—

			Imp. Qrs.
In 1863 to ..			23,556
1864 "			6,259
1865 "			39,107

In the last year, therefore, the export of this article exceeded the import by 36,932 quarters, which were almost exclusively shipped to Hull and London.

Norway receives her supplies of corn and meal almost exclusively from Russia, Prussia, and Denmark; but since the new Treaty with France came into force, this latter country has begun to ship hither large quantities of rye.

Exports.—The following list gives the chief articles of export during the years 1864 and 1865, and shows what portion of them in the latter year was shipped to Great Britain:—

	1864.	1865.	Shipped to Great Britain.
Fish, Fresh spd.	174,397	129,279	129,254
Ditto, Dried and Salted lbs.	78,479,320	92,145,160	37,445
Ditto, Herring and Roes barrels	774,502	926,757	39,959
Anchovies kegs	16,214	23,286	150
Cod Liver Oil quarts	7,577,574	9,030,221	343,997
Lobsters number	1,555,331	1,956,276	1,740,925
Iron and Iron Goods lbs.	2,711,621	1,083,618	388,960
Steel "	464,396	483,282	101,984
Ice tons	17,634	44,823	43,359
Copper lbs.	1,076,611	878,561	153,265
Oats barrels	13,145	82,124	71,321
Nickel Ore lbs.	4,374,580	3,776,608	3,738,944
Linseed Cakes "	2,473,923	2,339,185	2,339,185
Goat Skins "	129,694	91,968	66,742
Calf ditto "	446,727	217,141	26,548
Seal ditto number	42,906	lbs. 74,516	67,479
Blubber barrels	2,976	5,839	490
Pyrites lbs.	13,474,352	49,083,232	49,103,292
Wood Goods ph. std.	403,566	450,170	174,970
Nickel lbs.	73,920	309,236	262,376

Timber, it will be seen, has been exported in larger quantities than in previous years, and gave employment to nearly 1,000,000 tons of shipping: The profits, however, were not in proportion to the increased activity in the trade: on the contrary, prices were low; and the necessity of making shipments to cover foreign creditors caused the failure of many timber houses. The abolition of all saw-mill privileges, and the introduction of steam-power for the conversion of the logs, coupled with the facility of obtaining cash advances from the English consignees, have induced many to embark in this difficult trade, without the necessary insight and capital to enable them to withstand fluctuating prices, and the competition with older and richer houses.

The export of metals and ores, especially the latter, continues to increase; and English capitalists, in many cases, continue to find apparently advantageous investments in Norwegian mining speculations, principally in iron and pyrites, of which latter article the shipments to England are largely on the increase, and are likely to continue so, owing to the increased production of sulphuric acid, the application of which to agricultural and manufacturing purposes has so largely augmented in the United Kingdom.

The export of copper and iron ores are also likely to increase in future, as a French Company has purchased some very promising copper-lodes on the Island of Karmøe, on the south-west coast of Norway; and, from the preliminary arrangements in course, appear likely to be worked on a large scale.

Some Titania iron-mines are also being worked for English account in the same neighbourhood; and as team-roads are being constructed, the intention is evidently to give them considerable extension; and quite recently an English Company has been formed for working some zinc near Drammen.

Fisheries.—The produce of this year's herring fishery was equal to a good average year, both as regards quantity and quality. The total catch was estimated at from 600,000 to 700,000 barrels, of which upwards of 500,000 were prepared for exportation.

Generally early in March, after the fish have spawned, they become thin, and are considered unfit for exportation; and although the fishery still continues for some time, the catch then is reserved for home consumption, and seldom figures in the official returns.

The prices paid on the fishing grounds averaged from $\text{spd. } 1$ to $1\frac{1}{2}$ per barrel.

It is estimated that about 5,000 boats, with $4\frac{3}{4}$ men to each, were employed, or 23,750 men, besides 170 geines, with a gang of 20 men to each, or 3,400 men, making the total number of men employed about 27,150.

The following Table shows the amount of spring herrings taken during the ten years 1855-64, as well as its value to the fishermen:—

Years.	Quantities.	Value.
	barrels.	spd.
1855	420,000	808,000
1856	320,000	848,000
1857	320,000	915,000
1858	400,000	670,000
1859	610,000	1,290,000
1860	730,000	838,000
1861	365,000	600,000
1862	740,000	1,478,000
1863	730,000	1,091,000
1864	590,000	633,000

Which shows the average yearly catch for these years to have been 522,500 barrels, of an average value to the fishermen of $\text{spd. } 927,200$.

The prices at the fishing grounds varied, during these years, from 96 sk. to $3\frac{1}{2}$ dollars per barrel.

The result of this year's cod fishery was unusually brilliant, the total result being about 40 millions of fish, the produce of which, as an article of export, was equal to—

60,000,000 lbs. of Clipfish (Baccalan).
 24,000,000 lbs. of Stockfish.
 50,000 barrels of Oil.
 25,000 barrels of Roes.

These quantities represent about 4 millions of specie dollars, reckoning the export prices to have averaged—

$1\frac{1}{2}$ spad.	per 40 lbs. of Codfish.
$1\frac{1}{2}$ to $1\frac{1}{4}$	40 lbs. of Stockfish.
35 to 40	barrel of Liver Oil.
17 to 18	barrel of Common Oil.
8 to 9	barrel of Roes.

The total number of persons employed in this fishery, including those engaged in preparing the fish on land, is estimated at between 50,000 and 60,000.

Agriculture.—The hay harvest, owing to the dry and cold weather, especially prevalent in the month of June, was in most parts of the country below an average one. This was especially the case in the provinces of Nordland and Finmark, and in the Drontheim district, where a scarcity of fodder has been experienced; and a reduction in the amount of winter live stock has in some cases been found necessary to meet the emergency.

The corn harvest has (with the exception of the four southern provinces, where the produce was about equal to an ordinary year) been bad, owing to a succession of frosty nights in the early part of September, and the cold and wet weather which succeeded them. In many parts the barley and oats had to be cut green, and garnered while wet; and in other places the crops failed entirely. Much want and distress was the consequence, so much so that in some districts the Government had to come to the relief of the indigent, and start road and other works of public utility to provide them with the necessaries of life.

The potato crop, although partial in its results in different parts of the country, gave, as regards its total yield, an ordinary average return. The disease committed considerable havoc in the southern districts, but did not make its appearance in the northern provinces. The total result of this year's harvest is therefore not satisfactory.

Statistics.—A census of the population of Norway was taken at the end of 1865, and the result showed that on the 31st of December of that year there were 1,701,561 inhabitants in the country, of whom 270,285 resided in towns, and 1,437,296 in the country.

In 1855 the population was 1,490,047, of whom 197,815 resided in the towns, and 1,292,232 in the country: the increase for the five years is therefore, for the towns, 71,446; for the country, 140,068; or a total increase of 211,514, equal to a percentage of 35.93 in the towns, and 9.79 in the country districts.

The increase for the ten years, 1845 to 1855 was only respectively 22.20 and 10.77 per cent.

The population of the city of Christiania, with its immediate suburbs, now amounts to 65,000 souls, whereas in 1855 it only amounted to 38,715.

The census does not include the so-called "Tatere," or gipsies, whose number in the country is now about 600, and is supposed to be on the increase.

The number of domestic animals in the country will be seen from the following statement. There were on the—

	31st December, 1855.	31st December, 1865.
Horses.. ..	154,447	149,417
Cattle	949,935	952,158
Sheep	1,596,199	1,703,814
Goats	357,102	290,959
Pigs	113,320	95,997
Reindeer	116,891	101,742

From the above it will be seen that there is a sensible diminution in the live stock of the country, especially when regard is had to the increase of the population. The reduction in the number of goats is attributable to the fact that each district has the power to limit the number that shall be kept within its limits; and as these animals are very destructive to the forests and gardens, from which no fence can exclude them, their increase has been stayed.

The decrease of the equine race may probably be rightly attributed to the improved means of transport by steam and rail, which has rendered the maintenance of horses less necessary.

That the increase of horned cattle is not greater is probably owing to the failure of the last year's green crops, which forced the poorer farmers to reduce their stocks.

The quantity of cereals sown in the years 1865 and 1855 will be seen from the following :—

	1855.	1865.
	Barrels.	Barrels.
Wheat	5,632	9,140
Rye	16,177	17,153
Barley	125,276	127,195
Oats	361,518	355,988
Mixed Corn	76,691	6,899

Two and one-tenth barrels make an imperial quarter.

The length of telegraphic wires laid in Norway, at the end of 1865, was, in distance, 2,891 miles, and in length of wire, 3,528 miles.

During the year, 220,994 telegrams, besides 4,383 communications relating to the service itself, were sent. The income received amounted to *spd.* 78,866; but did not cover the expenditure, which exceeded it by *spd.* 5,435. The average time taken to send messages was 38 minutes.

The administration of the Norwegian State telegraphs employs 16 officials, and 133 telegraphing clerks, of whom 19 are females.

It is intended to complete the telegraphic net all round the coast as far as Wadsøe in the Waranger Fiord, adjoining the Russian frontier. At present the continuous wire does not extend further north than Narusen, about latitude 64° 30'. It is at once, however, to be carried on to the Lofoden Islands, the centre of the important cod-fishery, and thence to Tromsøe, in latitude 70° 30'; and next year to be completed to Wadsøe, at the entrance of the White Sea.

The necessary funds for completing these extensions have already been

voted by the Storthing. The same assembly made a grant of funds for establishing a central Meteorological Office for communicating storm signals along the coast.

Shipping.—The prosperous development of the mercantile marine of this country remains unchecked. Its shipping, this year, found ample and lucrative employment both in the home and foreign trade.

At the end of 1865, Norway possessed 5,830 ships, of an aggregate tonnage of 340,000 commercial lasts, equal to 680,000 registered tons, showing an increase on the preceding year of 150 ships, and 40,000 tons register.

The commercial last is 150 cubic feet; but the Norwegian Government, in their returns, reckon it as only equal to two tons British register, which computation is adopted in this Report.

The number of British vessels that cleared in and out of Norwegian ports, during this year, was 537 ships of 55,786 tons, against 545 ships, and 49,264 tons, in the former year. Their cargoes consisted, as usual, of salt, coals, iron, and piece goods; and their return cargoes of wood goods, ice, minerals, and fish.

The beneficial effects of the Commercial Convention with France, which came into operation in April this year (1865), are already largely felt and appreciated; and the expected repeal of the French Navigation Laws, whereby the Norwegian commercial flag will be put on a footing of equality with the French tricolour, will open new sources of occupation and profit to Norwegian shipping.

In order to form an adequate idea of the great benefits likely to accrue to their shipping interest by these reforms, we require only to take a retrospective view of the state of their mercantile navy before and after the repeal of the English Navigation Laws.

Twenty years ago, France was, next to England, the most important country for Norwegian shipping.

There cleared out for England—

In 1847....	1,335 Ships....	of 204,859 Registered Tons.
In 1848....	1,184 " 	194,826 "
In 1849....	1,121 " 	176,578 "

or an average of 192,000 registered tons per annum.

In 1850 the Navigation Laws were repealed, throwing English trade open to all nations; and already in that same year the number of Norwegian vessels that cleared out for English ports rose to 1,881 vessels of 339,236 registered tons.

From this time the trade to Great Britain in Norwegian bottoms advanced with rapid strides, and in 1865 had risen to the large number of 4,471 vessels of 1,065,390 registered tons.

While the shipping to Great Britain had thus increased in fifteen years (more than 450 per cent.), the amount employed in the French trade remained nearly stationary, or equal to only about 200,000 registered tons per annum.

In April, 1865, as just stated, the new French Convention came into operation, whereby the tonnage dues on Norwegian vessels was lowered from 4 fr. 50 c. to 75 c.; and the "surtaxe de pavillon" was abolished for the direct trade, besides the reduction of sundry other local dues, placing Norsk vessels on an equal footing with native ones. Already in this same year the number of Norwegian ships cleared out for France and Algiers rose to 1,240, with a tonnage of 273,506 tons, equal to an increase of 36 per cent. As this increase must be solely attributed to the working of the new Convention, consisting, as it almost entirely does, of timber shipments to the Channel ports, one is justified, with the example of

Great Britain before one's eyes, in drawing the conclusion that the Norwegians will find in future as extensive and lucrative an occupation in the French trade as they have of late found in that of Great Britain.

The following Table shows the number of vessels that cleared in and out of Norwegian ports during the years 1864 and 1865:—

ENTERED.										
Norwegian.				Foreign.				Total.		
With Cargo.		In Ballast.		With Cargo.		In Ballast.				
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	
1864	3,274	269,558	3,285	615,080	2,246	124,832	2,578	216,526	11,383	1,225,996
1865	3,115	284,008	4,238	705,638	2,357	137,122	2,741	222,526	12,451	1,349,294
CLEARED.										
1864	5,693	712,340	711	146,002	4,312	303,650	477	34,844	11,193	1,196,836
1865	6,259	765,126	598	170,716	4,349	341,722	295	18,596	12,271	1,296,160

The nationality of the shipping to and from Norway, in the year 1865, will be seen from the following Table:—

				ENTERED.			
				With Cargo.		In Ballast.	
				Number.	Tons.	Number.	Tons.
Norwegian ..	..	..	..	3,115	284,008	4,238	705,638
Swedish ..	..	..	..	435	17,670	311	18,020
Finnish ..	..	..	..	6	1,624	..	..
Russian ..	..	..	..	533	13,740	10	162
Prussian ..	..	..	..	16	2,464	6	370
Mecklenburg ..	..	..	..	4	910	2	616
Lubeck ..	..	..	..	..	..	3	552
Danish ..	..	..	..	709	28,418	..	..
Slesvig ..	..	..	..	91	3,826	..	..
Holstein ..	..	..	..	49	3,736	2	140
Islandic ..	..	..	..	..	..	..	..
Hamburg ..	..	..	..	71	1,188	9	1,332
Bremen ..	..	..	..	..	..	1	98
Oldenburg ..	..	..	..	6	392	60	3,758
Hanoverian ..	..	..	..	119	8,110	565	31,444
Dutch ..	..	..	..	165	18,630	545	54,418
Belgian ..	..	..	..	..	..	9	862
British ..	..	..	..	125	27,092	412	28,694
French ..	..	..	..	70	6,422	566	64,436
Spanish ..	..	..	..	18	2,900	91	11,706
Other Nations ..	..	..	..	89	5,918	..	..
Total ..	..	..	..	5,621	370,212	6,830	979,082

Nationality of the Shipping—*continued.*

				DEPARTED.			
				With Cargo.		In Ballast.	
				Number.	Tons.	Number.	Tons.
Norwegian ..	..	..	..	6,529	765,126	598	170,716
Swedish ..	..	..	..	608	30,480	144	4,222
Finnish ..	..	..	..	3	882	..	..
Russian ..	..	..	..	531	14,202	16	70
Prussian ..	..	..	..	21	2,092	2	793
Mecklenburg ..	..	..	..	5	1,276	1	242
Lubeck ..	..	..	..	2	362	..	..
Danish and Slesvig ..	..	..	..	804	31,564	43	2,830
Holstein ..	..	..	..	49	3,600	3	328
Islandic ..	..	..	..	..	..	..	..
Hamburg ..	..	..	..	17	2,082	2	366
Bremen ..	..	..	..	5	370	..	..
Oldenburg ..	..	..	..	62	3,820	..	..
Hanoverian! ..	..	..	..	679	38,880	2	274
Dutch ..	..	..	..	706	71,880	7	1,226
Belgian ..	..	..	..	9	862	..	..
British ..	..	..	..	479	47,288	68	8,096
French ..	..	..	..	642	71,654	..	..
Spanish ..	..	..	..	115	15,700	..	..
Other Nations ..	..	..	..	119	5,372	..	..
				11,385	1,107,896	886	189,168

The extent of the direct trade with Norway, in the years 1864 and 1865, was as follows:—

ARRIVED in Norway from Great Britain.

		British Vessels.				Norwegian Vessels.				Other Nations.			
		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1864 ...	...	89	15,882	446	29,382	1,111	121,216	1,376	306,516	200	25,576	30	4,078
1865 ...	...	125	27,092	412	28,694	958	118,700	1,393	364,414	184	22,824	48	6,148

DEPARTED from Norway for Great Britain.

		British Vessels.				Norwegian Vessels.				Other Nations.			
		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.		With Cargoes.		In Ballast.	
		No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1864 ...	...	478	38,102	31	2,676	2,209	349,162	188	47,316	177	14,562	39	4,366
1865 ...	...	479	47,288	68	8,096	2,038	368,736	153	45,578	148	14,536	8	1,520

The Government shipping returns for 1865 are not yet in print. I am unable, therefore, to give more complete tabular information; but from the foregoing statements it will be clearly seen that the shipping of this country steadily continues its onward progress.

The Norwegian commercial marine employed in foreign trade, was, in—

	Vessels.	Tons.	Crews.
1815	1,700	106,000	8,000
1835	2,200	144,000	12,000
1855	3,800	382,000	23,000
1863	5,700	604,000	36,000
1865	(Norwegian Consular Returns not yet published.)		

Thus a small country, owing to its geographical and physical features, and maritime character of its people, as well as to the repeal of our Navigation Act, has in fifty years so increased its commercial navy as to enable it to rank, as regards number, third in Europe.

Christiania, October 16, 1866.

TURKEY.

BUSSORAH.

Report by Mr. Vice-Consul Johnston on the Trade of Bussorah in Turkish Arabia, for the Years 1864-1866.

For the sake of uniformity, the system of dates, in which the Custom-house books are kept, has been adopted in the following Report, and the years date from the 13th March of one year to 12th March of the next.

SHIPPING AND NAVIGATION.

The following are the total number and tonnage of British and British-Indian vessels which entered and cleared the port of Bussorah during the two years, March 13th, 1864, to March 12th, 1866:—

	Steamers.		Sailing Vessels.		Total Tonnage.
	Number.	Tonnage.	Number.	Tonnage.	
1864-65	9.	6,450	18	5,515	11,965
1865-66	12	9,940	33	11,015	20,955

The above were all engaged in the trade between Bussorah and the Persian Gulf, and Red Sea ports and India, with the exception of three vessels aggregating 1,628 tons, in 1864-65, and three aggregating 1,256 tons in 1865-66, which came direct from England.

Though the British tonnage visiting Bussorah in 1865-66 is nearly double that of the former year, there has not been a corresponding increase of exports and imports. The greater portion of the cargoes of the steamers, which form a large item in the Table, belonged to the Persian Gulf ports of Bunder Abbas and Bushire. During the last year these steamers only brought about 1,000 tons of merchandize to, and took 650 tons away from, Bussorah. In 1864-65 58,350% in specie, and in 1865-66 124,866%, were sent from this by native traders per these steamers to Bombay, for the purchase of British manufactures and Indian produce. A good deal of the specie, however, belonged to Persian merchants of Mahomerelo, Dizpool, and Shuster.

Neither do the fluctuations in the tonnage of sailing vessels represent a corresponding increase or decrease of the trade of Bussorah; for in the beginning and middle of every year vessels arrive wholly or partly laden, and leave in ballast; while in the autumn others arrive in ballast, and go away laden. During the last three years a considerable amount of tonnage has been engaged by the Turkish Government for the transport of grain to the Red Sea. The arrival of shipping in this port is considerably influenced by reports which find their way to the Persian Gulf and India as to the probable crop of dates, and it consequently not unfrequently happens that dates command higher prices in plentiful than in ordinary years, owing to an influx of tonnage and purchasers.

From October, 1862, to March, 1865, steamers, subsidized by the Indian Government, were running at six-weekly intervals between Bombay and Bussorah, touching at various ports *en route*. They apparently stimulated the trade of the several places visited; for though at starting small steamers of 300 tons were more than sufficient for the requirements of the trade, the Steam Company subsequently found it remunerative to employ larger vessels. In April, 1865, they commenced working a monthly service without any addition to their subsidy, and last April commenced a fortnightly line, though subsidized only for a

monthly one. This, however, may not prove more than a transfer of a portion of the traffic between India and the Persian Gulf from native craft to steamers; and as these vessels commenced to ply after trade became disturbed by the American war, and as, for the last year, trade has been even more feverish than during that war, it will be better to defer an opinion as to the positive effect of steamers on the commerce of Bussorah until trade shall have resumed its normal state.

In addition to the two small Turkish river steamers formerly reported, the Tigris is now navigated by two larger English steamers belonging to the Euphrates and Tigris Steam Navigation Company. These latter vessels run pretty regularly, at intervals of ten days, between Bagdad and Bussorah. Besides facilitating and increasing the direct goods and passenger traffic, they have materially assisted in developing a settlement lately established by the Bagdad Government at a point on the Lower Tigris about 100 miles N.N.W. of this, at the junction of the Hudd and Tigris rivers. This Company has every reason to be satisfied with the success of its enterprise.

The following Table gives the total number and tonnage of all trading vessels (British excepted) that have visited Bussorah during the two years, March 13th, 1864, to March 12th, 1866 :—

Nationality.	1864-5.		1865-6.	
	Sailing Vessels.	Tonnage.	Sailing Vessels.	Tonnage.
Turkish	556	49,627	1,042	86,869
French	1	575	1	575
Persian	161	13,807	275	20,203
Total	718	64,009	1,318	107,647

The above, with the exception of one French ship from England in 1864-65, and the same in 1865-66, were employed in the local, Persian Gulf, Red Sea, and Indian trades.

The remarks on British sailing vessels apply generally to those of all nations visiting this port. No foreign merchant steamer has ever come to Bussorah.

The following quarantine formalities have to be observed by all vessels bound to Bussorah :—Immediately on their arrival in the Shat-el-Arab, and before having any communication with the shore, commanders of vessels are required to present themselves at the Sanitary Office at Fao, to answer any questions the quarantine officer may put to them, and to get a certificate from him that this formality has been observed. Immediately on their arrival at Bussorah, and before communicating with the shore, commanders of vessels are required to present themselves at the Bussorah Sanitary Office, to deliver the certificate received at Fao, and to answer such questions as the Quarantine Director may put to them.

The quarantine station at Fao is on the right bank of the Shat-el-Arab, about 200 yards south of the Telegraph Offices, and may be readily recognised by a large single spar erected as a beacon. The Quarantine Office at Bussorah is about 200 yards up the town creek, is marked by a lofty flag-staff, and is the nearest brick building to the anchorage.

A light is supposed to be exhibited at Fao on the above-mentioned beacon; but as, independently of its being placed at far too great a distance from the bar of the river, the light when once hoisted is rarely attended to, and at the best of times goes out before midnight, it is of no use or assistance to vessels entering the river.

TRADE AND COMMERCE.

Since the system of farming out the customs' duties was abolished, the collectors and employés of the Bussorah Custom-house steadily declined—without any instructions from higher authority—to afford any information with regard to the trade of Bussorah; but orders arrived some six months back, and I have been furnished with trade statistics for the two past years.

EXPORTS.

The following Table shows the value of articles exported seawards during the past two years, on which duties were levied in Bussorah, but does not include exports on which duties were levied in the interior, as these latter do not figure in the Bussorah returns :—

Articles.	1864-65.	1865-66.
	Value in Grand Signor Piastres.	Value in Grand Signor Piastres.
To India and the United Kingdom		
Beans	..	10,800
Clover Seed	1,530	..
Cotton	4,600	3,465
Dates of all sorts	8,679,240	8,050,589
Date Juice	4,220	9,348
Dholl	..	26,400
Galls	..	16,988
Millet	..	130,000
Wheat	..	289,873
Wool	202,742	1,257,984
To Persia and Persian Gulf Ports		
Buffalo Hides	4,830	3,850
Cow Hides	18,256	3,750
Dates	..	47,084
Date Juice	..	2,993
Linen	3,500	12,000
Shoes	..	1,517
Sundries	1,593	450
Grand Signor Piastres ..	8,920,511	9,867,091
Equal to Sterling.. ..	£81,095 11	£89,700 16 6

Dates are the staple product of this district, in the Turkish portion of which, in ordinary years, about 33,000 tons are produced, and 24,000 tons in that under Montefik rule. About half the above may be roughly stated as consumed here and in the interior, and half exported to the Persian Gulf ports, India, and England. There are far more exports to the Persian Gulf ports than those enumerated in the Table, but owing to the old 12 per cent. duty being charged on exports to Persia, they were mostly declared for India.

The following Table shows the average prices that have been obtained for the different kinds of date during the last five years :—

Per cara of 2,800 pounds avoirdupois.					
Name of Date.	1861-62.	1862-63.	1863-64.	1864-65.	1865-66.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hullawi	11 11 11	10 17 7	15 14 3	13 0 9	12 9 2
Khudtherawi	11 11 11	10 17 7	15 14 3	17 0 5	12 9 2
Sair	6 1 9	8 5 10	15 0 0	12 1 6	9 6 6
Zehdi	8 12 6	9 11 8	15 6 8	15 6 8	11 6 4

Grain.—Besides a limited quantity exported on which duty had been levied in the interior, and which therefore does not figure in the above Table of exports, 6,000 tons were sent in 1864-65, and 10,000 tons in 1865-66, by the Bagdad Government to Turkish ports in the Red Sea; but as it was supplied from districts around Bagdad on the Tigris, and around Semawah on the Euphrates, it would not, in the ordinary course of things, have found its way to Bussorah, and consequently the export did not affect the market rates in this town. As the sea freights to Jeddah and Hodeideh appear to have been generally paid at fair market rates, and as but very little grain was sent to the Red Sea by merchants, it is to be inferred that the trade was not sufficiently remunerative for private enterprise.

The harvests have been fair average ones for the last two years, and the following Table gives the monthly prices of grain in general use for that period :—

Per sughar of 3,055 pounds avoirdupois.

Grain.	Year.	March.	April.	May.	June.	July.	August.	Sept.	October.	Nov.	Dec.	January.	Feb.
		Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.	Shillings.
Barley ..	1864-65	134	104	79	113	96	98	119	128	128	115	134	143
	1865-66	96	96	86.	86	67	72	95	96	115	115	105	105
Rice, superior ..	1864-65	230	220	228	230	249	249	258	268	268	268	230	230
	1865-66	249	239	230	230	230	268	249	249	249	249	249	230
Rice, inferior ..	1864-65	134	136	153	172	172	182	195	199	197	191	175	172
	1865-66	124	124	105	105	105	105	134	134	144	144	134	134
Wheat, Mesopotamian	1864-65	161	150	143	153	156	153	153	153	153	145	134	134
	1865-66	172	172	153	153	153	153	121	144	153	182	191	182
Wheat, Persian ..	1864-65	192	182	176	170	172	172	172	192	182	172	176	184
	1865-66	192	210	211	162	172	172	182	192	192	220	220	220

Horses.—It is supposed that the exportation of horses from Turkish Arabia has been prohibited, with the double object of keeping up the superior breeds, which are assumed to be decreasing owing to the absorption by India of so many well-bred animals, and of enabling the Turkish Government to horse their cavalry well and cheaply. If these be the reasons, they are fallacious, for besides the fact of the Arab breeders being sufficiently alive to their own interests to take care that the best breeds of horses shall not be used up, the fact of the non-exportation from Arabia of brood mares would in itself guarantee the maintenance of the breeds; and the idea that the Arabs will be forced to sell their horses at a cheap regulation rate is far fetched, while the Government is unable effectively to enforce the prohibition. The prohibition is detrimental both to trade and the revenue, for besides the employment given to merchants, grooms, &c., engaged in the horse trade, there is a direct loss to Government of the duty on horses, and on the merchandise returned with the produce of their sale in India. There have not been many horses smuggled out of the country yet, but this is not to be attributed so much to the difficulties of doing so as to the low prices which have been of late years obtainable in Bombay, where Australian horses are now very extensively used.

Cotton.—Though cotton grows remarkably well wherever it has been planted in this district, even the late extraordinary demand for the article failed to overcome the natural apathy of the agriculturists, and their objection to innovation. Only a few bales have been exported.

IMPORTS.

The following Table gives the total imports of Bussorah from seawards during the last two years:—

Articles.	1864-65.	1865-66.
	Value in Grand Signor Piastres.	Value in Grand Signor Piastres.
<i>From India and the United Kingdom.</i>		
Alum	42,096	30,830
Bamboos	39,235	14,200
Beads and Glass Armlets	25,850	41,998
Beer	20,624	30,100
Betel-nuts	10,742	4,815
Buttons	740	91,942
Camphor	18,096	19,453
Candles	188,461	252,822
Canes	7,220	..
Cardamoms	91,793	36,060
Cinnamon	75,640	83,952
Cloves	27,582	38,566
Coals	204,019	141,129
Cochineal	154,150	132,000
Coffee, Malabar	1,937,198	2,620,800
Cocoa-nuts	12,075	38,955
Copper	91,705	487,562
Copperas	64,612	6,660
Cutlery	17,349	51,906
Earthenware	215,856	198,639
Ebony	60,360	..
Furniture	64,582	30,600
Ginger	56,439	287,345
Glassware	63,983	59,853
Indigo, Bengal	5,360,083	5,447,783
„ Madras	161,490	17,000

Articles.	1864-65.	1865-66.
	Value in Grand Signor Piastres.	Value in Grand Signor Piastres.
Iron of all sorts	478,061	298,744
Jewelry and Watches	5,015	11,950
Lead in pigs	16,164	23,487
" Shat	380	6,088
" White	6,447	5,082
" Red	..	16,088
Litharge	..	54,375
Logwood	32,800	41,300
Madder Root	5,400	..
Manufactures:—	..	..
Bobbin Net	24,206	59,505
Blue Calico	3,144,539	4,408,744
China Silk and Crape	68,367	32,700
Cotton Yarn	..	97,175
Floss Silk	9,420	72,160
Gray Calico	2,407,906	3,568,550
Gunnie Bags	51,500	21,300
Handkerchiefs	998	72,345
Indian Silks	1,292,879	1,139,937
Indian Cottons	398,106	160,695
Lappets	4,687	123,120
Linen	4,170	35,694
Muslins	218,983	322,200
Printed Cottons	84,510	560,720
Red Calico	11,000	70,850
Shawls	31,600	191,100
Tangibs	..	11,195
Thread	7,370	61,890
Twine	17,700	..
White Calico	284,285	242,308
Woollen Cloths	67,902	85,205
" Goods	72,649	102,337
Matches	3,137	3,035
Mats	600	9,000
Medicines, Drugs, and Dyes	101,177	99,286
Musical Instruments	540	..
Muskets	7,600	..
Nails	1,850	4,657
Needles	1,200	3,823
Olibanum	23,237	11,157
Oils of all sorts	8,905	17,776
Padlocks	2,224	21,435
Paint	..	10,093
Paper	..	8,000
Pearls, duties levied in Bagdad	..	..
" Imitation	..	24,064
Pepper	179,963	668,280
Peppermint Lozenges	11,783	12,915
Pistols	1,100	..
Pitch	2,000	8,300
Planks	125,850	97,350
Preserves	26,742	2,500
Quicksilver	..	2,500
Rice	1,050	..
Rope Coir	41,495	100,875
" Hemp	3,640	960,000
Sal-Ammoniac	59,280	54,031
Sandal Wood	535	3,015
Shells	..	26,037
Snuff	15,350	13,110
Soap	8,999	..

Articles.	1864-65.	1865-66.
	Value in Grand Signor Piastres.	Value in Grand Signor Piastres.
Speltre	..	14,400
Spoons, Tin	557	4,602
Steel	11,996	60,080
Stones of Cambay	21,551	61,350
Sugar, refined	2,886,418	417,585
„ Crushed	..	2,197,780
„ Soft	2,160,510	532,015
„ Candy	68,087	76,945
Tamarinds	2,620	179,955
Tea	59,500	193,028
Tin Plates	82,131	146,124
„ Blocks	..	73,320
Turmeric	241,541	253,403
Wines and Spirits	127,365	83,342
Wire, Brass, and Iron	972	13,155
Sundries	76,188	207,639
Total	24,127,022	28,742,806
Equal	£219,363 11 3	£261,298 3 8
<i>From Persia and Persian Gulf Ports.</i>		
Barley	149,959	1,848
Park for Tanning	29,730	34,925
Bees-wax	17,994	73,205
Cheese	16,405	6,625
Copper	77,368	78,494
Cotton	78,113	125,560
Cotton Manufactures	112,192	297,319
Dried Fruits	162,989	158,258
Fire-wood	19,175	11,350
Flour	4,080	4,175
Ghee	161,250	160,182
Goats-hair	89,269	179,145
Henna	465,167	635,138
Indigo	4,697	19,480
Limes and Lime Juice	191,213	110,161
Madder Root	53,970	93,247
Millet	13,075	42,218
Mill-stones	56,391	66,190
Naphtha	2,307	5,320
Opium	..	2,500
Rice	110,447	36,425
Roses and Rose-water	33,165	24,050
Sesame Oil and Seed	202,649	106,937
Shawls	1,185	35,170
Shoes	4,715	6,355
Silk Manufactures	59,623	41,977
Swords and Knives	70,390	74,075
Tallow	10,055	11,500
Tobacco	1,451,858	2,044,140
Wheat	1,173,895	964,260
Wool	27,630	3,080
Woollen Manufactures	236,062	123,901
Sundries	141,544	113,534
Total	5,227,575	5,695,744
Equal	£47,523 8 2	£51,779 9 8

SUMMARY OF IMPORTS.

	1864-5.			1865-6.		
	£	s.	d.	£	s.	d.
From India and the United Kingdom.	219,336	11	3	261,298	3	8
From Persia and Persian Gulf Ports..	47,523	8	2	51,779	9	8
Total	£ 266,859	19	5	313,077	13	4

Most of the heavy articles in the foregoing Tables were imported for the consumption of Bagdad, though the duties thereon have been levied here; for, except in a few special cases, duties on all goods entering the province of Bagdad *viâ* Bussorah were charged at this port. This compulsory payment of duties in Bussorah was objectionable, as restricting the action of Bagdad traders, but has been advisedly remedied of late. Merchandise can now be imported from seawards direct to Bagdad, and duty levied there on payment in Bussorah of a trifling fee for the affixture of a stamp to each package, to ensure it from being tampered with between the two places. Though Bagdad merchants may thereby avoid the disadvantages of having their goods unpacked, examined, and repacked in Bussorah, they are backward in availing themselves of the boon, and still continue to pay most of the duties in Bussorah.

On the other hand, most light goods for this market find their way to Bussorah *viâ* Bagdad, and, as they arrive here duty paid, do not find a place in the returns.

As the tribes and agriculturists which form the chief portion of the population of this district generally use homespun clothes, the local consumption of English cotton manufactures is not very great, and cannot have been materially affected by the enhanced prices consequent on the late American war.

The following Table, which is compiled from weekly, bi-monthly, and monthly price currents, shows the average prices obtained for articles of common and general consumption in the Bussorah market during the last five years:—

Articles.	1861-2.	1862-3.	1863-4.	1864-5.	1865-6.
	s. d.	s. d.	s. d.	s. d.	s. d.
Arrack 25 botts.	30 8	30 8	34 6	32 7	28 9
Beef 6 lbs.	0 11½	0 11½	0 11½	0 11	1 2½
Bread 6 "	0 11	0 7½	0 7½	0 6½	0 6½
Candles, Sperm .. 24 "	..	..	..	26 10	26 0
Cardamoms 28 "	..	..	..	183 0	170 7
Charcoal 152 "	..	..	..	14 10	9 7
Coffee, Mocha 28 "	16 9	20 8	21 6	19 2	19 5
„ Malabar 28 "	15 6	19 8	21 0	17 3	17 8
Cotton 6 "	..	..	..	7 0	7 0
Ducks each	..	..	..	0 10	0 9½
Eggs 100 "	..	..	..	2 2	1 11
Firewood 3,055 lbs.	21 7	25 10	26 5	18 9	25 0
Flour 6 "	0 11	0 9	0 8	0 7½	0 8
Ghee 152 "	81 11	78 1	76 2	101 7	100 1
Logwood 28 "	5 2	4 8	5 2	5 3	5 9
Manufactures:—					
Blue Cotton Cloth, 32 inches 48 yards	..	..	..	47 11	45 0
Chintz (Blue, Orange, and White), 23 inches 28 "	..	..	..	15 10	13 5
Chintz Furniture 23 „ 28 "	11 6	12 0	14 10	18 3	18 9
„ „ 32 „ 24 "	11 6	12 0	14 10	20 3	18 9
„ Orange, 23 „ 28 "	..	..	..	14 4	13 5
„ Sevisé, 23 „ 28 "	16 4	15 10	19 2	24 5	24 11

Articles.	1861-2.	1862-3.	1863-4.	1864-5.	1865-6.
<i>Manufactures—continued :—</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Lappets, ordinary, 40 ins. 10 yds.	8 2	8 2	9 7	9 7	8 2
Long Cloths (Grey), 39 inches 36 "	14 10	15 4	19 3	28 4	25 3
Orleans Cloth 28 "	49 10	39 4	49 0	62 3	..
Shirtings, Grey, 39 in. 38½ "	..	..	..	28 3	24 0
Shirtings, ordinary 40 "	16 3	15 4	20 7	28 9	28 9
White, 36 inches 20 "	6 9	7 2	8 8	11 9	11 6
Tangibs, White, 40 ins. 20 "	9 1	10 1	12 11	21 1	18 8
T. Cloths, Grey, 32 24 "	32 7	30 8	27 10	28 3	37 4
Mats, Reed 100					
<i>Metals—</i>					
English Bar Iron .. 152 lbs.	16 9	19 2	14 10	14 4	..
Lead 28 "	9 1	9 7	..	13 5	13 5
Steel 152 "	36 11	36 5	37 4	33 7	34 6
Swedish Iron 152 "	30 3	32 1	28 3	22 1	..
Tin Plates box	35 6	34 6	33 7	38 4	38 4
Mutton 6 lbs.	1 1	1 0	1 1	1 2	1 2
Pepper 28 "	15 4	12 5	10 6½	10 6½	11 6
Raisins 28 "	..	..	..	3 6	4 9
Rope, Coir 152 "	48 1	38 10	36 5	28 9	33 6
Salt 6 "	..	..	..	0 5½	0 6½
Salt Fish 6 "	1 1	0 11	0 11½	0 8¾	0 6½
Sesame Oil 152 "	88 1	72 10	66 8	62 9	74 3
Sheep each	7 8	8 7	8 7	8 7	9 1
Soap, Damascus 28 lbs.	..	..	..	12 0	12 5
Sugar, Bengal 28 "	15 10	19 2	17 3	11 6	12 0
" Mysore 28 "	14 4	14 8	16 9	10 1	11 0
" Crushed 28 "	..	..	..	13 5	15 10
" Crystallized 28 "	..	..	..	12 6	15 4
" Refined 28 "	..	..	..	15 4	17 3
" Candy 28 "	15 4	17 3	16 3	17 3	20 2
Tallow 152 "	55 7	61 4	59 5	62 9	80 6
Tobacco, Turkish .. 2 ⁸ / ₁₀ "	..	..	..	5 6	6 3
" Persian 152 "	35 6	32 7	36 5	40 2	46 0
Vegetable, common .. 152 "	..	..	..	3 10	4 5
Vinegar 6 "	..	..	..	0 9	0 9
Wool fleece	1 1	1 1½	1 1½	2 8	1 6

EXCHANGES.

Bill transactions are of rare occurrence in Bussorah, most of the trade being carried on by means of actual remittances.

No shamis have been struck for eighty years, yet that coin continues to be the nominal medium of all commercial transactions in this district. They increased slowly but steadily in value as they became scarcer, but are now nearly at a standstill, not being demanded in actual payment so absolutely as formerly. Of late years many of the Arab holders of produce have accepted kerans, German crowns, and rupees, in exchange, though the shami is the coin in which the sales are effected. The Government rate for the shami is $9\frac{3}{4}$ Grand Signor piastres though they generally circulate at $10\frac{1}{2}$. The Government rate, however, is merely nominal, and the proclamations they occasionally issue in regard to the legal values of coins are dead letters; and when they have to receive shamis for taxes, Government do not reduce them into piastres at their own rate, but insist on payment in shamis, which are disposed of to the best advantage, for though many shamis are received by Government, they have not been known to issue any of late.

The following Table shows the average rates of the coins in common use during the last five years :—

Coins.	1861-2.	1862-3.	1863-4.	1864-5.	1865-6.
Shamis per 100 German Crowns ..	244 $\frac{2}{12}$	226 $\frac{3}{12}$	227 $\frac{1}{2}$	220 $\frac{1}{2}$	220 $\frac{3}{4}$
" " Persian Kerans ..	51	50 $\frac{3}{4}$	49 $\frac{3}{4}$	47 $\frac{1}{2}$	46
" " Rupees ..	106 $\frac{1}{2}$	104 $\frac{7}{12}$	105 $\frac{1}{2}$	103 $\frac{1}{2}$	103 $\frac{2}{10}$
Grand Signor Piastres	11	10 $\frac{1}{2}$	10 $\frac{1}{4}$	10 $\frac{1}{2}$	10 $\frac{1}{4}$

Taking the shami at 10 $\frac{1}{2}$ Grand Signor piastres, and the pound sterling at 110, the shami is equal to 22·909 pence; and taking the 100 rupees as 103,937 shamis (the average of the past year), and the rupee at 2 shillings, the shami is equal to 23·091 pence. The mean of these two is 23 pence, at which rate the price current is prepared.

GENERAL REMARKS.

The gradually decreasing export dues of the new treaty promised generally to incite production in, and consequently exportation from, Turkey; but to the insecurity of the land tenure, want of confidence in the Government, as much as lack of private enterprise, are due in a great measure the backward state of cultivation, and the scantiness of exports from Bussorah. The arbitrary step taken last year by the Bagdad Government, of doubling the tithes on dates and fruit produced on private property in this district, trebling them on wheat and barley, and quintupling them on rice (which last is now liable to be charged 50 per cent. of the gross produce), has not only negatived any advantage this district might derive from the treaty, but, so far as the Turkish lands therein are concerned, has put a stop to all improvements proposed and in progress; but apart from this, its landed proprietary, in the absence of security, means, and encouragement, have left its resources undeveloped for years; and their occasional modest attempts at improvement are almost invariably checked by irrational fiscal experiments, of which the above furnishes an example, on the part of the Government. The endeavour of each individual Governor is, not that the revenue shall receive any lasting benefit from his administration, but that he shall find out and suggest some alteration which will show some immediate though transient addition to the revenue, which, however detrimental in its after effect, will serve to bring him into note. It is thus, instead of being a grain-exporting district, many of its supplies are imported; and that, though possessed of many natural advantages, which, if turned to good account, could not fail in time to render Bussorah populous and rich, irrespective of external causes, it would now, I believe, were it not for its port and its position as a starting-point for pilgrims to the shia shrines of Kербela, Meshed Ali, and Nejef, sink into insignificance. Its resident merchants are few, and a great portion of their business consists in receiving and forwarding goods for merchants in the interior; and the trade carried on here by the British and French firms established at Bagdad is limited to the purchase of dates for their vessels, and the sale of a small quantity of manufactures through native agents.

The climate of Bussorah is hot in the summer, cold in winter, and unhealthy at all times, but particularly in the autumn. Its unhealthiness is mainly attributable to a vast marsh of 100 miles in length, by probably 10 to 15 miles in width, which extends from Suk-Esh-Sheukh on the north to about 20 miles below Bussorah to the south, leaving, in some places, a dry belt of a few miles in width, between it and the river, and joining it in others. This swamp is wholly unproductive, and owes its

existence to neglect in repairing the embankment, which formerly existed to the Euphrates from Suk-Esh-Sheukh to Gurneh ; but the insalubrity of the town will probably be now somewhat mitigated by a lately adopted arrangement to keep the place clean, the clearing out of the filthy creek (effected by means of forced labour) by which the town is watered, and the establishment of regulations to prevent its pollution.

The native-born inhabitants of Bussorah are very few, and the greater part of the traders and labourers are immigrants from Persia and the Arabian coast of the Persian Gulf, attracted hither by high wages and cheap living ; but another ill-advised measure, in the form of a monthly impost on all trades and callings, added to the enhanced cost of living, which must follow sooner or later, promises to check the stream.

Though this poll-tax falls heavily on the poorer class, it is, from the sparseness of the population, inconsiderable in amount, and is apparently exacted with the one idea that seems to pervade the measures of the Bagdad Government with regard to this district—of getting as much present revenue as possible out of it, regardless of the palpable bad effect its imposition must have on a town whose insalubrity is proverbial, and whose labouring population is foreign and wholly recruited by immigration.

Bussorah, July 31, 1866.

BAGDAD.

Report by Mr. Consul-General Kemball on the General Condition and Commerce of the Province of Bagdad.

EXTENT AND PHYSICAL PECULIARITIES.

Limits.—The area of the province may be estimated at 80,000 square miles. It comprises the valleys of the Euphrates and Tigris, bounded on the east by the range of the Zagros up to its union with the mountains of Luristan, whence a line drawn through Howeyzah, across the Khirkhah to a point on the Shat-el-Arab, a little above the Haffar Canal, and continued down the course of that river to the sea, forms the eastern boundary ;* on the south by the Persian Gulf ; on the west by the Syrian Desert to Anna on the Euphrates ; and on the north by the subordinate pashaliks of Mosul, Kerkook, and Sulimanieh, represented by a line drawn from Anna through Tekrit and Kifri to the Persian mountains. The Governor-General of Bagdad exercises a general military control only over the three pashaliks above mentioned.

The people of Koweit, at the head of the Persian Gulf, acknowledge allegiance to the Sultan, and their boats carry the Turkish flag.

Soil.—The soil throughout is alluvium.

Rivers.—It is remarkable that while the waters of the Tigris are swelled by its confluent, the two Zabs, Adheim, Dialeh, and Khirkhah (within the limits stated), and are nowhere diminished, except in the case of the Hye, for the purpose of irrigation and internal communication, the river being thus rendered navigable to the sea, those of the Euphrates, having no tributary streams below the Khaboor, are drained away in every direction, and almost exhausted in the low season by the marshes

* The line of the Eastern boundary is of necessity very arbitrarily defined. Zohab, now in the possession of the Persians, is included within its limits.

into which they are divided through channels formed during the floods.* One canal alone, the Hindieh, about 20 miles above Hilleh on the right bank of the Euphrates, carries off upwards of one-third of its waters, and after winding through extensive marshes, and forming the Lake or Sea of Nejef,† falls again into the river about 60 miles above Suk-esh-Shinkh. Owing to the general lowness of the banks of the Euphrates below Samaweh, the prevailing north-west winds have a remarkable effect in swelling, as the southerly winds have in draining, the extensive marshes which constitute the peculiar feature of the country in that direction, to a distance some miles below Bussorah.

Climate.—The climate of the province was in past times famed for its salubrity. At this period fever, diarrhœa, and dysentery are more or less prevalent according to the proximity of the marshes to the most populated districts. When cholera is present, the spread and intensity of epidemic are of course influenced by the same causes.

Variations of Temperature.—The mean annual temperature is 76° Fahr., the highest inclination of the thermometer in the shade being 118°, the lowest 28°, and the annual range being thus 90°. The coldest months are December, January, and February; the hottest, June, July, and August. The mean temperature during the former months was, on an average of five years, 55°; during the latter, 93½°.

The annual rain-fall is estimated at from 18 to 25 inches.

Population.—The present population‡ of Turkish Arabia, exclusive of the Ayalet of Mosul and Sulimanieh, is estimated not to exceed 900,000, or at most 1,000,000 souls; but in districts of which the major portion of the inhabitants are nomade, it is difficult to form a correct judgment of their number.

Religion.—The religion of the country is almost exclusively Maho-

* During the floods, however, the Tigris not uncommonly bursts its banks at various points, and more notably at Um-el-Hunnah and Um-el-Jummel, where its superfluous waters being spread over the country eventually find their way to the Euphrates by means of numerous channels. Throughout the Hudd too, in its left bank, the Tigris at the same season contributes to feed the extensive marsh of Howeyzah formed chiefly, it is said, by the waters of the Khurkhah.

† The water of this lake is brackish owing to the saline character of the soil, and the springs which are said to abound in its bed.

‡ Cities and towns	280,000
Villages and fixed Peasantry	160,000
Pastoral Arabs and Bedouin tribes	480,000

Exclusive of a fluctuating population attaining at seasons of pilgrimage to 50,000 souls.

The following is a summary enumeration of the principal towns of the Pashalic:—

Bagdad	90,000
Bussorah	9,000 (fluctuating)
Kurneh	5,000
Suk-es-Shinkh	12,000
Kerbella	30,000 (fluctuating)
Nejef	18,000 (ditto)
Dewamih	8,000
Sumaweh	10,000
Hilleh	24,000
Khannikeen	8,000
Kerkook	25,000
Samarra	12,000 (fluctuating)
Tekreet	6,000
Amarah (on Hudd)	5,000
Hit	} 18,000 to 20,000
Annah	
Rawah	

These numbers for population are approximative and need correction.

medan, the Sunni sect, as a rule, predominating north of Bagdad, and the Shiah south of the same latitude. The exceptions in the latter case are the ruling clans of the great Montefig tribe and the Bedouins, who range the deserts west of the Euphrates; in the former case the inhabitants of Samarra, and of certain villages in the intervening districts. Two small communities of Sabæans, commonly called followers of St. John, aggregating about 100 families, have their residence at Suk-es-Shinkh, and at the new town of Amarah, situated on the Tigris near the mouth of the Hudd Canal.

Pastoral Tribes.—The principal pastoral Arab tribes are the Montefig, Khuzail, Dilleym Zobeid, Shammer Toga, Beni-Lam, Alboo-Mahomed, and Maadan, each of which comprises numerous small clans with distinctive nomenclature. They occupy districts of which the limits are spotty clearly defined, and also more or less engage in cultivation.

exactly *Nomadic Bedouin Tribes.*—The great predatory Bedouin tribes are the Anezeh, the Shammer, and the Dhefyr. The first ranges the desert between Syria and Turkish Arabia, extending north as far as Aleppo and Orfa, and south to Nejef, and is cognate with a large tribe of the same name located in Nedjd. It is, however, divided into many branches under separate chiefs. One of these branches descends annually in the autumn from the Agedat districts of Aleppo in the direction of Hit, Annah, and Kerbella, and not unfrequently at the same season the Shummer Jerbah Bedouins, who range the Jezcerah (Mesopotamia Proper) from Marchin to the latitude of Samarra, approach Bagdad from the vicinity of Mosul, invited southwards by the Government of Bagdad as a counterpoise to the Anezeh, whenever that tribe has shown a disposition to cross the Euphrates into Mesopotamia. The feud between these two tribes is constant, and occasionally takes the form of munnakh (ranged battle), in which the superior number of the Anezeh, when united, has usually given them the advantage. These tribes, like the Dhefyr and Oojman, who inhabit the desert westward of Bussorah and Suk-es-Shinkh, as far north as Nejef and the Obeid, whose pastures are situated in Assyria, between the Adheim and the lesser Zab, are predatory, and are even engaged in ghuzzoos (forays) upon their neighbours. Their sheikhs are subsidised by the Government, and they also levy black mail on caravans passing through their respective districts.

City of Bagdad.—The city of Bagdad is situated in lat. 33° 20', long. 44° 25'. Its population comprises 70,000 Mahomedans, of whom one-third are Sunnis; 18,000 Jews; and 2,000 Christians,* divided into six sects—Orthodox Armenians, Roman Catholic Armenians, Syrians (Jacobites) Chaldeans (Roman Catholic Nestorians), Greeks, and Latin, each having its separate church and clergy.

The Jews engross the business of banking in all its branches, a small portion of that community being also engaged in the manufacture of silk stuffs, &c. The Christians are almost exclusively merchants, shopkeepers, and petty traders.

The city is divided by the Tigris into two unequal parts, which are connected by a bridge of boats and primitive construction.

Natural Productions and Material Resources.—Of the natural productions of Turkish Arabia, in their limited state of development, it can be said only that the supply is restricted to the local demand, leaving no surplus for exportation. There is no forest land, properly so called, if we

* A few families of Christians reside at Sulimanieh. They are more numerous at Kerkook, and a few individuals are located at Bussorah in the pursuit of trade. No Christian villages are to be found south of the greater Zab.

The Jews distributed in the more considerable towns of the Pashalic, number from ten to twelve thousand souls.

except the belts of low jungle which here and there fringe the banks of the rivers and their affluents at irregular intervals. These belts of limited extent are strips of land subject to inundation during the spring rise of the river, and their product is stunted tamarisk of spontaneous growth, fit only for fuel. The date-palm is indigenous to the province, and is very prolific. Numerous are the uses to which its fruit, branches, and fibrous products are applied as food, and in the manufacture of household furniture, mats, ropes, &c. ; but its timber is valueless. The cultivation of this tree ceases or fails to be profitable at the line of latitude 40 miles north of Bagdad. The poplar and the mulberry are raised in gardens, but the timber produced is so inferior in size and quality, and so insignificant in quantity, as, like the trunk of the date-tree, to be restricted to the coarsest work in house and boat building. Timber for building cargo boats and river craft is imported from India, for houses from Mosul. The boats employed in the transport of vegetable and agricultural produce, firewood, &c., are worthy of mention as being put together in the loosest manner, and afterwards rendered impervious to water by a thick coating of bitumen.

The rivers abound with fish in great variety and of excellent quality, but the fishery everywhere is almost exclusively limited to the local demand.

Bitumen, found in abundance in the neighbourhood of Hit and of Tekrit, is of two kinds: the liquid called "seyalee," and the dry called "kist." The annual consumption is about 300 taghars, exclusive of which a small portion is exported to Persia. It is used to coat the boats of the country, and in the construction of water-courses, tanks, the floors of bath-rooms, &c. : and also, but rarely, as cement in the construction of works, quays, &c. Price of seyalee per taghar, at Bagdad, 350 Grand Signor piastres; kist, 300. If taken from Hit direct to Hilleh, the duty is 25 Grand Signor piastres per taghar; on entry into Bagdad it is subject to a tax of 7 per cent.

"Noorah"—quicklime, usually mixed with ashes, and employed as cement in the construction of cisterns, taaks, and walls exposed to water or moisture—is found in abundance at Hit and Tikrit. Prices at the former place 140, and at the latter 224 piastres per taghar, liable to the same duties as bitumen.

"Borak"—stucco (gypsum)—is found at Hit. Price 300 Grand Signor piastres per taghar, subject to the same duties as noorah;

"Joos"—common lime—is found generally throughout the province. Price per taghar, 75 Grand Signor piastres.

Salt is found in abundance in most districts, subject to a duty of one Grand Signor piastre per Constantinople oke. Price at Bagdad, from 75 to 80 Grand Signor piastres per wazna of 134½ lbs.

Naphtha is found in abundance at Tekrit, Kerkook, Guntreh, Mendelli, and Dooz Khoormatee, liable to 8 per cent. duty. Price 20 piastres per maund of 24 lbs.

Sulphur is found at Tekrit. Price 55 Grand Signor piastres per maund of 20 lbs., subject to the same duty as naphtha.

"Teen Khaweh"—an argillaceous earth, used in lieu of soap in baths—is found at Kifree, and imported also from Persia; price at Bagdad, 80 piastres per 33½ lbs.

Saltpetre—collected on the sites of extensive ruins—is a monopoly of Government, by whom a small portion only is sold to the altars. Bazaar price, 180 Grand Signor piastres per maund of 20 lbs.

Alkali, from the plant of that name, growing wild in abundance in the province, is used in the manufacture of soap, glass, in dyeing, bleach-

ing, &c. Price at Bagdad, 20 Grand Signor piastres per 20 lbs., liable to 8 per cent. duty.

"Dur-i-Nejjef," a false crystal found near Nejef to the value of about 5,000 Grand Signor piastres per annum, used as ornaments, signet rings, &c.

Red sand, used in the manufacture of glass, is found at Nejef.

"Seesban," a yellow dye, the leaves of an indigenous plant commonly found at Bagdad. Annual consumption about 20 taghars. Price in the market, 10 Grand Signor piastres per 20 lbs., subject to 8 per cent. duty.

"Shikoot," a yellow dye, the fibres of a parasitical plant found on the leaves of indigenous wild plants and shrubs, used like the "seesban," and sold at 30 piastres per maund of 20 lbs., subject to the same duty as above.

Manna, collected at Sulimanich and Rewunduz, used at Bagdad to the extent of 1,000 maunds of 20 lbs. Price 40 piastres per maund, liable to the same duty as above.

Galls are found in limited quantities at Sherizoor, imported in abundance from Mosul, Persia, and the Kurdish districts, and exported to Europe and India. Price in the market, 60 Grand Signor piastres per maund of 20 lbs.

Beavers are found in the marshes of the Euphrates; the skins are exported to Persia and Syria. Price of each skin in the market of Bagdad, about 40 piastres.

Fox skins and wild-cat skins are also obtained in considerable quantities, and exported. Price of the former, $4\frac{1}{2}$ piastres; of the latter, $2\frac{1}{2}$ piastres.

Cattle, Sheep, Horses, and other Animals supplying Labour, &c.—

Horses of inferior breed, oxen, and less commonly asses, are employed in cultivation; mules, camels, and asses as beasts of burden.

Buffaloes are raised in great numbers on the banks of the rivers and in the marshy districts. For purposes of labour they are useless, but the cost of keep is trifling; and they are valuable for the abundant supply of butter, ghee, &c., produced from their milk.

The prices of cattle are as follows:—

	Grand Signor Piastres.
Sheep	from 30 to 45
Goat	" 25 to 35
Bullock	" 200 to 1,000
Buffalo	" 600 to 1,000
Camel*	" 800 to 1,200
Horse (according to size and bred) ..	" 500 upwards.
Mule	" 750 to 2,000
Ass (from the lowest to the superior breeds ..	" 200 to 750

The superiority of the Arab breed of horses and camels is too notorious to need remark, and the same jealousy is shown by the nomade tribes in this quarter as elsewhere to preserve the purity of the race. In the districts bordering on Persia, however, there is a great admixture of blood; and the product, though wanting the beauty and caste of the pure Arab, is nevertheless well framed, and remarkable for pluck and endurance. Such horses are of course superior for purposes of draught; and were wheeled carriages introduced into this country, their comparative value would be greatly enhanced. The camel of Turkish Arabia is of two kinds, the joodee and the khowar, indigenous respectively to the northern and southern districts of the pashalic. Each droops and dies if long employed beyond the limits on which it is bred. It is inferior to the camel

* The Dellood or saddle-camel is famous for its speed and endurance, and commands a much higher price.

of Persia in size and strength. The mule is principally bred in the Persian mountains, which bound the province. The load of a mule is from 360 to 400 lbs., a camel from 500 to 600 lbs., and an ass from 180 to 200 lbs. No animals are employed for draught. The hire of a mule, camel, or ass varies with the demand, which more especially fluctuates during the season of pilgrimage. The average rate of the first is from 5 to 7½ piastres, of the second from 4 to 6 piastres, and of third from 2½ to 4 piastres per diem, calculated according to the charges at present obtaining for known distances.

The importation of cattle is limited to mules from the Kurdish mountains, whence also sheep are brought for the meat market of Bagdad.

The exportation is restricted to horses, which trade has been ostensibly suspended, since Namik Pasha's appointment to the government of Turkish Arabia, by an interdict of the Porte, which came into operation in March, 1864. The result has been loss of revenue to the amount of between 2,000% and 3,000%, without any corresponding advantage either in stopping the removal of the superior class of horses, which is effected through Persia and the Arabian ports, or in increasing the supply and reducing the price in the local markets; but its effect would seem to have been to stimulate the trade in horses from Persia, Australia, and the Cape of Good Hope to India.

Tenure of Land.—Feudal and other tenures of similar nature having been finally abolished, lands are now held either by right of purchase (moolk yemeen) or by life grants from Government (temleek). Crown land, including wakuf farmed for the term of one year only, are however most considerable.

The following are the proportions :—

Crown land, including Wakuf	..	..	82
Private lands (Moolk Yemeen)	..	..	12
Life grants (Temleek)	..	..	6
			100

Leaseholds are unknown.

There can be little doubt that the tenure in virtue of property is most favourable to the development of agriculture; while the vicious practice of letting Crown lands, parcelled into districts, to the highest bidder, *for one year only*, including the farm of the revenue derived therefrom, is a bar to their improvement.

Private lands, for the most part, consist of date plantations, orchards, and kitchen gardens.

Crown lands are of extensive tracts, devoted to cereal produce. Their cultivation of course is greatly limited by the prevailing insecurity which endangers the harvest, and precludes the construction of canals (otherwise a most profitable investment) in districts liable to be overrun by predatory Arabs.

Vakuf lands are farmed on the same principle as those belonging to the Crown, and are depreciated in the same ratio. Being let annually to the highest bidder, no encouragement is afforded for the outlay of capital directed to their improvement.

Private lands and Temleek, for the most part, consist of small holdings. Hereditary grants, or lands held on condition of military service, have been everywhere resumed. The Montefik districts, where the control of the provincial authority is imperfect, are perhaps an exception; but even there the ruling Sheikh, who represents the Government, assumes and assigns the estates belonging, as they do exclusively, to the members of the dominant family at his pleasure. The land revenue is everywhere farmed. Crown lands are let in large parcels, and again

divided and sublet by the farmer, who remains responsible for the Government dues. One cause of the smallness of private holdings is the successive division of land among the heirs on the death of their owner.

Agricultural Produce.—The following are the principal articles of agricultural produce, with their prices respectively :—

Grain—

						Grand Signor Piastres.
Wheat	per 134½ lbs. from	50	to	60		
Barley	" "	25		30		
Rice, Negazeh, ..	" "	100				
" Shumbeh	" "	60				
Millet, Dukhen ..	" "	15				
Indian Corn (rare)						
Idreh	" "	30				
Pulse (mash)	" "	40				
Lentiles (Edess) ..	" "	50				
Sesame	" "	100				
"Hortman"	" "	30				

Fruits—

Peaches	per 4 lbs. from	2	to	4		
Nectarines	" "	2		4		
Apricots	" "	1½		4		
Plums	" "	2		5		
Mulberry (sweet)	" "	½		1		
" (sour)	" "	2		4		
Apples	" "	2		3		
Almonds (rare)						
Pears	" "	2		4		
Figs	" "	1		2		
Dates, Khustawee	per 24 lbs. from	7½		9		
" Berben	" 4 lbs. "	1		1½		
" Zehdee	" 96 lbs. "	25		35		
" Bedrai (dry) ..	" 4 lbs. "	3		3½		
" Ashresi	" "	2		3		
" Muktoom	" "	2		3		
Watermelons	" 24 lbs. "	2½		4		
Muckmelons	" "	2½		3		
Oranges, Seville ..	" 100 No. "	2		2½		
" Sweet (called Portugal)	" "	15		50		
Mandoun Oranges (rare)						
Citrons	" 24 lbs. "	5		10		
Shaddock (rare)						
Lime, Sour	" 4 lbs. "	½		1		
" Sweet	" "	½		1½		
Pomegranates	" "	1¼		1½		
Olives	" 24 lbs. "	10		20		

Vegetables—

Egg Plant	160 lbs. "	10		20		
Bamieh	" "	20		25		
Pumpkin	" "	12½		15		
Spinach	" "	5		10		
Beans	" "	12½		15		
French Beans	" 4 lbs. "	3		4		
Carrots	" 160 lbs. "	15		20		
Turnips	" "	15		20		
Onions	" "	12½		15		
Garlics	" "	70				
Cabbages	each "	1	to	2		
Tommatas	" 4 lbs. "	3		4		
Lettuce (Khuss) ..	" 8 in No. "	1				
Truffles	" 4 lbs. "	4	to	6		
Artichoke	" 8 in No. "	1		2		
Radish	" 10 bundles "	1				
Leeks	" "	1				
Cucumber	" 160 lbs. from	12½	to	15		

Vegetables (*continued*)—

	Grand Signor Piastres.
Cauliflower each, from	1½ to 2½
Potatoes (brought from Persia)	
Asparagus, said to be indigenous at Hit and Annah.	
Beet Root per 160 lbs. from	15 20
<i>Other Produce—</i>	
Madder " 20 "	30
Cotton " 20 "	70 to 75
Castor Oil for burning " 20 "	30 35
Sesame Oil " 24 "	75 80
Glue " 24 "	84 88
Pipe, Tobacco (Shuwer) " 20 "	75 120

Silkworms are bred here and there to a trifling extent in peasants' houses; and the product, a coarse silk, is consumed in domestic manufactures. Its price in the market is 900 Grand Signor piastres per 18 lbs.

Turkish pipe tobacco, in much esteem, called shaoor, is raised in very considerable quantities in the districts of Sulimanieh and Kerkook; but Persia having refused her adherence to the new Treaty of Commerce with Turkey, which has been generally subscribed by other foreign Powers, the cultivation is continued under serious disadvantages, arising out of the competition of an inferior quality of the same tobacco grown in the colimitary districts of that country. The balance is in some measure restored by the extensive contraband trade, consisting in carrying the produce over the border to be resmuggled into Turkish Arabia, which has sprung up in consequence. Persian imported tobacco is subject to a duty only of 4 per cent., if entered for transit to a foreign country, but is liable to an additional duty of 2 per cent. if sold in Turkey; while other foreign tobacco, and tobacco raised in Turkey, is liable to a tax of 75 per cent.

Of the above produce it will be seen, from the Report of Her Majesty's Vice-Consul at Bussorah, that dates and wheat are alone worthy of mention as articles of export; the exportation of beans, cotton, dholl, and millet being exceptional, and extremely limited. Leaving aside the shipment of wheat to the ports of the Red Sea, which is purely a Government speculation dating from the year 1863, and having for its object to supersede the supply from Egypt, the trade in this cereal is of a fluctuating character, though specially stimulated by the demand which arose in Bombay in 1865-66. Its destination is usually restricted to the ports of the Persian Gulf, and in more limited quantities to Mauritius and Batavia. When indeed the harvest is abundant in the south of Persia, wheat is even imported into Bussorah, the charges of transit down the rivers of Mesopotamia having been hitherto greater than the expense of transport from Bushire and other ports on the northern coast of the Gulf. Scarcely any wheat is cultivated at or on the banks of the Shat-el-Arab, within Turkish limits.

Prices at the place of growth depend upon quality, and upon distance from town or intermediate depôts.

Bagdad on the Tigris, Hilleh and Semaweh and Suk-esh-Shriookh on the Euphrates, may be regarded as the entrepôts.

At Bagdad the average price of wheat, in the last five years, has been 40 piastres per 134½ lbs. At the present date it is 55 piastres.

At Hilleh, Semaweh, and Suk-esh-Shiookh, the average price of wheat, in the past five years, has been 30 piastres per 134½ lbs. At the present date it is 50 piastres.

The average cost of transit on the Tigris is 150 piastres per taghar of 2,690 lbs. On the Euphrates, the average cost of transit is 200 piastres per taghar.

The black mail and other arbitrary exactions formerly levied from

boats at different points on the banks of the two rivers, have for some years entirely ceased.

All the grains enumerated may be raised indifferently in every part of this pashalic, the only conditions being the supply of water and the means of irrigation. The low marshy districts on either side of the Euphrates supply rice. At Hilleh, and throughout the inhabited parts of Mesopotamia, wheat, barley, millet, and idreh are cultivated; as also in the track of land to the east of the Tigris, up to the base of the mountains from Arbil to the Dialeh. Below Koot, on either bank of the Tigris, there is little or no cultivation until the marshes are reached above Kurneh, inhabited by the Albu-Mahomed Arabs, who raise rice in considerable quantities. The lands below Kurneh to the sea, on either side of the Shat-el-Arab, are almost exclusively devoted to the cultivation of the date. Exportation being limited, the supply of grain is necessarily regulated by local consumption; and as bad seasons seldom recur consecutively, prices, taken one year with another, maintain a pretty equable rate. They are affected chiefly by the inadequate rise of the waters of the rivers by inundation, or by periods of unusual disorder. The social condition of the inhabitants, as illustrated by the peculiar government of the Arab tribes, the delegation of authority to irresponsible chiefs, their constant internal dissensions, engendered by the weakness of the local administration, the general insecurity and consequent stoppage of the main channels of trade, are among the chief obstacles of the extension of cultivation. A detailed statement of the terms on which money is advanced for the cultivation of lands, of the relations of landlord and tenant, and of the general conditions of agricultural labour, would occupy too much space, and perhaps be out of place in this paper; but the occasion of reform may be predicated, from the universal indebtedness of the fillah or peasant cultivator, which is one of the worst features of the existing system. The mode of cultivation, in every branch of agriculture, is of the most primitive character. The implements are limited to the plough, with a share of 8 inches; the spade, differing from the English spade in being smaller in the blade, and in having a handle (without grip) 5 feet long; a rude wooden hoe; and a machine for chopping or cutting straw, consisting of a roller armed with blades fitted both transversely and longitudinally, and working the whole on wheels drawn by mules. In lieu of thrashing, corn is trodden by cattle. Machines for irrigation, and adapted to a river in which the rise and fall of water averages in the year 18 or 20 feet, would supersede with advantage the present plan of raising water in skins, which are drawn over a roller by horses or bullocks working up and down a ramp.

At present, cultivation, like the fixed population, is restricted to the neighbourhood of towns and villages situated on the great trunk roads, and to canal-irrigated districts, which are very limited in extent. The intermediate country is occupied by the great nomade tribes, who never engage in agriculture, and by the half-settled Arab communities, who shift their place of abode annually within certain limits, and raise only sufficient grain for their own consumption. Yet Turkish Arabia, in ancient times, comprised the seats of the most flourishing empires; and to judge from the existing remains in every direction, the surface of the country, reticulated with canals, must have teemed with a thriving population; and the alluvial soil and genial climate of Mesopotamia are adapted not less to the cultivation of the rich products of the tropics than to those of more northern regions. Were security established, encouragement might with advantage be afforded to the substitution of more valuable articles of produce for the ordinary grains; and one gradual but natural consequence of security would be to afford an ample supply of

labour by converting the half-settled tribes into a fixed and industrious peasantry.

Cotton.—Although the soil and climate of Turkish Arabia are eminently suited to the cultivation of cotton, there has been no appreciable increase of production subsequent to the outbreak of the American civil war. The supply, as before, continues inadequate to the local demand, and is supplemented by importation from Persia. The indigenous seed is very inferior, and unhappily the results of various attempts to introduce Egyptian and American seed have been intercepted by the ravages of locusts during the past five years. In the absence of direct encouragement and example (agricultural speculations being closed to foreign enterprise and capital), the apprehension of loss from depreciation of value in the European markets is generally alleged to militate against the extended cultivation of the plant.

Trade Returns.—The subjoined trade returns are derived from the records of the Custom-house at Bagdad, under authority from the Central Department at Constantinople. Previous to 1864-65, the Customs' revenues of every town and district in the pashalic being farmed to the highest bidder, the jealousy of the farmers, and the defects inherent in the system, rendered it impossible to acquire information on the subject. Nor under the more regular administration since established (though better arrangements have been promised for the future), can satisfactory estimates be formed of the imports and exports of the province from the very incomplete statements here presented.

1864-65.

Description of Goods.	Quantity.	Value in Grand Signor Piastres.
<i>Imports from Persia.</i>		
Silk from Resht, 701 bales	Okes. 17,525	3,980,250½
„ called Kej, 965 „	24,125	1,869,744½
„ from Mazenderan	17,297½	1,827,350
„ inferior	848½	106,465½
„ from Khorassan	2,249	229,404½
„ untwisted	344	56,700
„ called Laaz	101,117	270,064
„ waste	840	33,425
Carpets, various sizes	59,169	7,407,344½
Isfahan Tobacco	465,118½	4,360,591½
Pipe	61,909	420,644
Ghee and Tallow	210,692	1,921,172½
Sesame Oil	17,173	134,855
Castor „ for burning	3,927	22,575
Olive „	141	702
Honey	924	22,125
Bees-wax	3,956	55,044
Cotton	26,124	269,571
Wool	1,957	14,972
Goat's Hair	371	4,302
Cotton Twist	963½	16,837
Goat's Hair Tents	7,028	374,391
„ Thread	4,589	8,332
Woollen	477	15,045
Kerman Shawls	11,628	369,982
Woollen and Goat-hair manufacture, Blankets, Sackings, Woollen Cloth, &c.	..	283,801
Glassware	..	2,130
Leather Manufacture:—		
Saddlery	..	14,651½
Boots and Shoes	..	12,884
Books	..	20,393

1864-65—continued.

Description of Goods.	Quantity.	Value in Grand Signor Piastres.
<i>Imports from Persia (continued)—</i>		
Clay Beeds	Okes.	1,730
Clay for crucibles	..	3,191
Silk Manufacture :—		
Aprons, Cloaks, Kerchiefs, &c.	..	472,721½
Cotton Manufacture :—		
Dyed Calico, Printed Chintz, Coverlets, Lunka, &c. ..	..	2,081,019½
Stockings (49,652 pairs)	..	145,246
Dyes and Drugs	..	207,663½
Dry Fruits	..	206,620½
Hardware :—		
Horse-shoes, Bits, Packing Needles, Padlocks, Iron, Tea Urns, &c.	..	41,606
Confectionery	..	3,270
Sundries :—		
Reeds for Pen, Mill Stones, Tinder, Combs, Wax Candles, Shot, Tea, Calion Sticks, &c.	..	197,159¾
21,328 Miscals Pearls at 150	..	3,199,200
<i>Imports from Russia.</i>		
Piece Goods of kinds	..	52,912
Glassware	..	1,694
Crockery	..	9,596
Hardware	..	14,847
Tea	..	6,870
Sundries	..	3,452
<i>Imports from England and India.</i>		
Crockery	..	12,293
Glassware	..	9,035
Piece Goods :—		
Indian embroidered Silk, Tanjib, Gauz Shirtings, Kerchiefs, Chintz, Shawls, Muslin, and Lady's Dress	..	123,391½
Hosiery and Haberdashery	..	11,898
Perfumery, &c.	..	415½
Private Stores	..	13,709½
Jewellery	..	28,200
Hardware	..	10,235
Sundries	..	27,951
202 cantars Log-wood	..	7,029½
151½ okes Tea	..	12,261
<i>Exports from Bagdad.</i>		
Manufacture :—		
Camalines, Silk Kerchiefs, Dyed Cloths, Manufactured Linen, Printed Chintz, &c.	..	47,545½
Camels Hair	..	7,584
Dry Fruits	..	57,781
Date Juice	..	2,175
5,340 okes Galls	..	29,229
Leather :—		
157,207 Dressed Lamb Skins	..	465,478
10,808 Cow Hides	..	114,520
5,072 Dressed Beavers' Skins	..	10,854
760 Buffalo Skins	..	69,512
Dyed Sheep Skins, &c.	..	2,311½
Shoes, Boots, &c.	..	18,989
Sundries	..	49,055¾
227,500 Flint Stones	..	8,385
8,478 Ebony Combs	..	2,285
Amber-boo Rice	9,343	14,645

1864-65—continued.

Description of Goods.	Quantity.	Value in Grand Signor Piastres.
<i>Bagdad Produce and Manufacture on which Duty will be payable at the Port of Shipment.</i>		
Wool	360,353½	1,348,136
6,950 Dressed Lambs' Skins	..	22,587½
3,720 kilos Wheat	..	56,916
Sundries	..	9,955½
Total	..	33,363,908½

1865-66.

<i>Imports from Persia.</i>		
Silk from Resht, 153 bales	3,825	1,200,401
„ „ Mazenderan, 43 bales	1,075	186,612
„ called Kej	4,559	459,960
„ inferior	268	3,972
„ called Laaz	5,221	217,159
„ Sorts	2,883	613,039
Carpets of sorts	17,015	2,030,961
Isfahan Tobacco	1,500,648	14,669,857
Pipe „	102,650	844,527
Shiraz „ &c.	..	1,577
Ghee and Tallow	6,012	46,428
Sesame Oil	16,242	87,404
Castor and Linseed Oil	3,000	15,177
Honey	1,460	8,836
Bees-wax	1,088½	24,226
Cotton	38,094	352,968
Wool	8,675	69,029
Fine Goat's Hair	..	825
Cotton Twist	..	9,762
Goat's Hair Tents	6,908	370,317
„ Thread	39	3,140
Woollen „	3,194½	6,026
Kerman Shawls	553	107,192½
Horses	127	49,512
Sheep, Goats, and Bullocks	16,889	604,110
Woollen and Goat-hair manufacture, Blankets, Sackings, Camalines, Woollen Cloth, &c. ..	..	227,778
Leather Manufacture:—		
Saddlery	..	12,630
Skins, &c.	..	3,230
Glassware	..	940
Silk Manufacture:—		
Manufactured Silk, Kerchiefs, Aprons, &c. ..	..	218,402½
Cotton Manufacture:—		
Dyed Calico, Printed Chintz, Lanka, Coverlets, Women's Cloaks, &c.	..	1,279,429
Stockings and Gloves (24,003 pairs)	..	11,944
Dyes, Drags, and Manna	..	259,300
Dried Fruits	..	165,473
Hardware:—		
Horse-shoes, Bits, Padlocks, Copper, Needles, Iron Chains, &c.	..	36,301
Sundries:—		
Small Shot, Books, Wooden Spoons, Combs, Stone Beads	..	229,141½
17,040 Miscals Pearls at 150	..	2,556,000
<i>Imports from Russia.</i>		
Piece Goods in kinds	..	35,000

1865-66.

Description of Goods.						Quantity.	Value in Grand Signor Piastres.
Hardware	..	..	..	..	..	Okes.	4,849
Glassware	..	..	..	..	..	..	12,977
Crockery	..	..	..	..	..	..	1,905
Sundries	..	..	..	..	..	..	13,435
<i>Imports from England and India.</i>							
Glassware	..	..	..	..	..	..	16,667
Piece Goods	..	..	..	..	..	..	13,008
Wearing Apparel	..	..	..	..	..	..	6,456
Saddlery, &c.	..	..	..	..	..	..	4,901
Carpets	..	..	..	..	..	..	3,931
Private Stores	..	..	..	..	..	..	5,351
Steamer "Dijleh"	..	..	..	..	..	..	855,609
Hardware	..	..	..	..	..	..	2,162
Drugs from India	..	..	..	..	..	..	7,995
Sundries	..	..	..	..	..	..	35,855½
<i>Exports from Bagdad.</i>							
<i>Manufacture:—</i>							
Camalines, Kerchiefs, Printed Chintz, &c.	..	..	..	..	..	..	65,081
Dates	..	..	..	..	..	..	96,132
Rice	..	..	..	..	..	..	10,531
Galls	..	..	..	..	..	..	3,343
Bitumen	..	..	..	..	..	..	2,515
Log-wood, Powdered	..	..	..	..	..	..	32,436
Ebony Combs	..	..	..	..	..	..	3,027
Flint Stones	..	..	..	..	..	..	1,794
Drugs and Confectionery	..	..	..	..	..	..	10,067
<i>Leather Manufacture:—</i>							
Dressed Lamb Skins, Hides, &c.	..	..	..	..	..	..	229,361
Hardware	..	..	..	..	..	..	19,864
Wearing Apparel	..	..	..	..	..	..	6,252
Sundries	..	..	..	..	..	..	10,689½
<i>Bagdad Produce and Manufacture on which Duty will be payable at the Port of Shipment.</i>							
Wool	..	..	..	..	..	389,594	1,452,123
Wheat	..	..	..	..	..	17,474	267,353
Lentils, &c.	..	..	..	..	..	48,180	50,105½
Saltpetre	..	..	..	..	..	25,930	25,930
Total	..	..	..	..	..	..	30,290,300½

Trade Returns.—In these returns it will be seen that, except in the case of Persian produce and manufacture, directed on Bagdad by land from the eastern frontier, and paying duty at the Bagdad Custom-house, no notice is taken of British and Indian goods which find their way to the province through the ports of Bussorah and Aleppo, and in a very minor degree through the port of Beyrout. Of these goods the register is kept only at the places of entry, nor would it be easy to discriminate those portions which from Bagdad as the *entrepôt* are carried to the western provinces of Persia, or in the case of Indian produce, such as indigo, spices, &c., to the northern districts of Assyria and Asia Minor. Independently, moreover, of merchandize in transit, the individual speculations of pilgrims sanctioned, if not encouraged by the precepts of the Koran, make up in the aggregate a pretty considerable trade.

Imports.—The principal articles of import from Europe and India, viâ Aleppo and Bussorah, are manufactured goods, woollen and cotton cloths, hardware, earthenware, iron, coffee, sugar, and colonial produce. Coals to meet the requirements of increasing steam communication with

Bussorah by sea and river are imported for their own use only by the respective companies. Price paid by the Turkish Government on the spot, 450 piastres per ton.

From Persia, raw cotton and raw silk principally in transit, tobacco, of which the local consumption is scarcely less limited; Kerman shawls, carpets, coarse woollen and hair stuff, particular kinds of cotton and silk fabrics, dried fruits, drugs, dyes, &c.

Exports.—The staple products of Turkish Arabia are grain, dates, wool, hides, and lamb skins.

Balance of Trade.—The value of the imports being greatly in excess of exports, the balance is restored by remittances of specie derived in a principal degree from the expenditure of the nomade tribes, and of the pilgrims from India and Persia, who flock annually in great numbers to the Shiah Shrines. Under these conditions, assuming the maintenance of security and the progress of fiscal reform, the operation of the new tariff, cannot fail to prove beneficial to the country, as its present effect has been of course to increase greatly the Customs revenue.

Manufactures.—The manufactures of the province are—

<i>Silk—</i>	<i>Piastres.</i>	
Cherchef—Women's silk cloaks or out-o'-door wrappers, each, from	300	to 3,500
Cherchef—Raw silk, ditto	110	150
Desmalleh—Head-dress for Arab women, each, from	15	350
Refecah—Arab head-dress	50	300
Habaree—Printed silk stuff, per piece, from	10	30
Guzz—Raw silk stuff, uncoloured, per piece, from	60	75
Kereysha—Silk net manufacture, coloured and plain, per piece, from	70	120
Cushion covers, velvet, each, from	35	45
<i>Cotton—</i>		
Cherchef—Women's cloaks, or out-o'-door wrappers, each, from	50	175
Lunka Abrismi—Striped stuff, mixed silk and cotton, for Zeboons, per piece of 6½ yards, from	40	80
Lunka Sadeh, ditto, ditto, without silk, per piece	25	30
Thefsaleh—Cotton stuff for Arab shirt, per piece	7½	15
Kefecah—Arab head-dress, each	5	
Pashtamall—Cotton scarf, each from	7½	to 15
Towels, each, from	2½	4
Jemdance—Checked or spotted stuff for Zeboons, per yard	5	6
<i>Woollen—</i>		
Abbas—Arab cloak, each from	30	500
Shall—Coarse woollen stuff, per piece, from	10	20
Agal—Woollen cord used in Arab head-dress, each	10	125
<i>Goat Hair—</i>		
Kherar—Coarse sacking, per piece, from	20	30
Stable ropes of various descriptions, per piece, from	5	15
<i>Leather—</i>		
Sekhtiyān—Sheep-skin, dyed red or yellow, each	15	
Mish—Ditto, ditto, common description not dyed, each	5	
Tanned buffalo hide, each	200	
Bullocks hide, each	125	
Camels hide, each	70	
Dressed lamb-skins for Persian caps, each from	5	to 25

At Bagdad the number of hand loom weavers of every denomination, is estimated at 3,500.

Currency.—The principal medium of circulation in Turkish Arabia is the Persian Keran. It forms as it were the standard of value, and being always at a premium, may be said to regulate the comparative values of other coins. Subjoined is a statement contrasting the Turkish

Tariff and Currency Bazaar rates of the various monies in circulation at Bagdad.

Coin.	Turkish Tariff Rates in Grand Signor Piastres.	Current Bazaar Rates in Grand Signor Piastres.
Gold—		
English Sovereign	109 $\frac{1}{2}$	122 $\frac{3}{4}$
Turkish Lirah	100	112 $\frac{3}{4}$
Russian Imperial	89 $\frac{1}{2}$	100
French Sovereign	86 $\frac{2}{3}$	97 $\frac{2}{3}$
Persian Toman	48 $\frac{2}{3}$	53 $\frac{1}{3}$
Khayree (Gazee)	20	24
Dutch Ducat	50 $\frac{2}{3}$	56 $\frac{1}{3}$
Silver—		
Spanish Dollar	23 $\frac{1}{2}$	25 $\frac{1}{2}$
German Crown	22 $\frac{1}{2}$	25
Cingo	21 $\frac{2}{3}$	24
Mejidiyeh	20	22
Manet	17 $\frac{1}{2}$	18 $\frac{3}{4}$
Rupce	10 $\frac{2}{3}$	12
Altelick	6	6 $\frac{2}{3}$
Persian Nasr-deen Shah Keran ..	4 $\frac{17}{40}$	5 $\frac{2}{3}$
„ „ „ Panabad ..	2 $\frac{1}{2}$	2 $\frac{2}{3}$
Tungeer (Swanick)	3 $\frac{2}{3}$	4
„ „ „	2 $\frac{2}{3}$	2 $\frac{2}{3}$
Alloyed Currencies*—		
Shamee	9 $\frac{3}{4}$	11 $\frac{1}{2}$
Beshlick	5	5 $\frac{1}{2}$
Cherklee	2 $\frac{1}{2}$	2 $\frac{1}{2}$

The base coins above-mentioned, beshlick excepted, are the product of the Bagdad Mint, which continued in operation up to the time of Aali Pasha in 1835. The circulation of the shamis is now almost exclusively confined to the region around Bussorah and Suk-esh-Shiookh.

The rate of interest in loans secured by mortgages or otherwise is usurious ranging from 15 to 24 and even 30 per cent. per annum; the legal rate of interest in cases of litigation is 12 per cent.

All trade is concluded on the system of long credits, which, by rendering payment dependent on the sale of the investment, assimilates it to commission agency liable to reverses, and often subjecting the importers to heavy loss. Such time engagements, where payment be not stipulated in a specified coin, are also necessarily affected by constant fluctuations in the value of currency.

The trade in wool is rendered specially precarious by the necessity it entails on the merchant, of advancing money to the Arab sheep owners, the failure of whose obligations is often occasioned or excused by seasons of disturbance, or the internal feuds and dissension of the tribes.

Internal Transit.—Although roads be wholly wanting, being represented by mere tracks, the physical character of the country, which is everywhere a dead level, is peculiarly favourable to commercial traffic.

	Intrinsic Value in Grand Signor Piastres.
* N.B.—Shamee	8 $\frac{3}{4}$
Beshlick	2 $\frac{2}{3}$
Cherklee	1 $\frac{3}{4}$

The means of land transport, though susceptible of great development, would seem to be adequate to the actual needs of the population, while the two great arteries, the Tigris and Euphrates, which intersect the province longitudinally, supply water carriage, though confined on the latter river to very small craft, from the sea to the latitude of Bagdad, and latterly by means of their affluents and offshoots, the Zab, the Dialeh, the Hudd, the Hye, and the Hindieh into the midst of the existing grain producing districts, north of Bagdad; however, it is only down the course of the river that such carriage is available for the transport of merchandize and grain from Mosul and the banks of the Zab respectively, by means of rafts of rude and primitive construction, supported on inflated skins. A railway has been for some years projected from Bagdad to the Shiah Shrines at Kerbella and Nejef on the west, and to the Persian frontier at Khannikeen on the east; but from various causes the realization of this scheme would appear still to be very remote.

GENERAL REMARKS.

The European mercantile community of Bagdad is represented by two English firms established in 1839-40, and by a Swiss and two Greek firms established in 1859-60.

The mercantile steam flotilla on the Tigris consists of two boats, each of 100 tons burthen, belonging to the Euph and Tigris Steam Navigation Company, and two boats belonging to the Imperial Ottoman Marine, which though carrying the pennant, and occasionally employed on the business of Government in the transport of troops, &c., also engage in the carrying trade between Bagdad and Bussorah. The movements of the latter are irregular. The former ply every ten days, and correspond with the Bagdad Indian Steam Navigation Company's steamers (subsidized to carry the Government mails) which come from Bombay, touching at Muscat and the principal Persian ports of the Gulf twice every month.

A bank designated the London and Bagdad Association, has been established at Bagdad since 1864, but its operations have been almost exclusively restricted to exchange transactions with India. Local regulations and obstructions precluding the tender of adequate security, more notably in the mortgage of estates to Europeans, have barred the employment of capital in monetary speculation on the spot, or in advances of money to capitalists and land holders.

The Tigris is navigable for the above vessels as far as Samarra, but the navigation above Bagdad during the low season from July to November is difficult, and owing to the deficiency of remunerative traffic, the Turkish vessels only being much smaller boats, have been rarely employed in carrying pilgrims to that town.

The Euphrates having burst its banks at various points below Dewanieh has long ceased to be navigable to steamers above Hamar, distant 28 miles north of Kurneh.

Postal communication is regularly maintained with Constantinople every fortnight, the period of transit being twenty days; with Europe by means of an English dromedary dawk to Damascus to correspond with the French Messageries Imperial steamers, touching at Beyrout every ten days, the period of transit of the mails to and from England, being according to season, from twenty-six to thirty days, and with Teheran by English courier monthly from twelve to fourteen days.

Bagdad, September 7, 1866.

ZANZIBAR.

Report by Mr. Acting Consul Seward on the Trade and Commerce of Zanzibar for the Year 1864-5.

THE thriving standard of Zanzibar commerce, which Colonel Rigby gave to the public, has never since been equalled. The trade total of the year 1859 and 1860, in which he established its importance, fell not far short of a million and three quarters sterling (1,673,178*l.*)

Of the year's commerce (1860-61) there is no record; but when next in 1861-2 its figure was determined it had sunk to 801,424*l.*

In 1862-3 it had risen to 1,000,000*l.*, and in 1863-4 to nearly four hundred thousand more (1,376,886*l.*); but the increase of this latter year was due not so much to an expansion of commerce as to the fortuitious suspension of an Internal African feud, that for three preceding years had blocked up one of the main avenues from ivory marts of Lake Tanganika, and its Eastern Littoral.

As to the year under review its trade total has risen 18,837*l.* above the average, and fallen 133,658*l.* below that of the year before.

General Trade.	1859-60.	1861-62.	1862-63.	1863-64.	Average.	1864-65.	1864-65 Trade com- pared with Average.	1864-65 Trade com- pared with 1863-64.
	£	£	£	£	£	£	£	£
Home ...	684,574	286,653	388,169	592,757	488,038	478,922	9,116 Below	113,835 Below
Foreign ...	988,604	514,771	630,938	775,139	727,363	755,316	27,953 Above	19,825 Below
Total ...	1,673,178	801,424	1,019,107	1,367,896	1,215,401	1,234,238	18,837 Increase	135,658 Decrease

The foreign trade shows an increase both in exports and imports, over the average, and an increase also over the imports of last year. The exports, however, as compared with the last year, are less by 88,466*l.*

FOREIGN TRADE.

Annual Foreign Commerce.	1859-60.	1861-62.	1862-63.	1863-64.	Average.	1864-65.	1864-65 Trade com- pared with Average.	1864-65 Trade com- pared with 1863-64.
	£	£	£	£	£	£	£	£
Imports ...	525,563	245,978	332,092	294,615	349,562	363,256	13,694 Increase	68,641 Increase
Exports ...	463,041	268,793	298,846	480,526	377,801	392,060	14,259 Increase	88,466 Increase
Total ...	988,604	514,771	630,938	775,141	727,363	755,316	27,953 Increase	19,825 Decrease

The home trade exhibits exports below either standard of comparison, imports above the average below the year preceding.

HOME TRADE.

Annual Home Trade.	1859-60.	1861-62.	1862-63.	1863-64.	Average.	1864-65.	1864-65 Trade com- pared with Average.	1864-65 Trade com- pared with 1863-64.
	£	£	£	£	£	£	£	£
Imports ...	393,963	127,430	218,964	323,443	267,200	231,378	14,178 Above	47,065 Below
Exports ...	290,611	159,223	169,205	264,314	220,838	197,544	22,294 Below	66,770 Below
Total ...	684,574	286,653	388,169	592,757	488,038	478,922	9,116 Below	113,335 Below

The imports stand as follows:—

		£
Imports	Foreign Trade, above average	13,694
	Home Trade, above average	14,178
	Foreign Trade, above last year	68,641
	Home Trade, below last year	47,065

And are 27,872*l.* above the average, and 21,576*l.* above the previous year.

The exports are:—

		£
Exports	Foreign Trade, above average	14,252
	Home Trade, below average	22,294
	Foreign Trade, below last year	88,466
	Home Trade, below last year	66,770

And exhibit a decrease of 8,035*l.* from the average, and 155,236*l.* from the standard of 1863-4.

It may be of interest to notice some of the more obvious causes which have brought about this decline, more particularly as affecting the exports.

The population of the port and suburbs is said to have increased one-fourth within the last three years, and I believe the estimate to be a modest one; but as there has been no corresponding addition to the purely agricultural class, produce has not kept pace with consumption.

Capital, which, as bullion or produce would have swelled the reflux to British India, has found a full employ at attractive rates of interest, and the operations of a British firm have not been without their influence on this arrest.

Large sums have been invested in the purchase of estates, the erection of factories, and in the organisation and maintenance of bodies of labourers for sugar culture.

The fever of speculation in Bombay found victims to its contagion in Zanzibar. 250 Bhatteas (there were but double that number in the Zanzibar dominions) left this port for India, carrying with them all their accumulated gains, and the treasure, that would have freighted a fleet, was lost to Zanzibar and its owners.

A visitation of cholera during the year brought death to some 10,500 of the inhabitants of the ports between Monehasser and Brava, carried off the consumers, and diminished the exports.

Consignments of machinery, building materials, the general plant of oil sugar factories, which have swelled the imports have not as yet been brought to bear upon the production of these articles for export.

Where a trade value is mainly dependent upon the appearance of a few grand staples in the market, the abundance or scarcity of any one of these will naturally have its reflex on the trade total.

This was the case in 1863-4 (if not also in 1862-3) where transport from the interior was again made possible by the politic distribution of 10,000 German crowns amongst the negro chiefs of Uzegura, whose disputes respecting the right to levy "black mail" on the ivory merchants traversing their territories, ended in a complete blockade of the most important route from the ivory districts of the interior of the coast.

This stoppage had lasted some three years, during which, however, the Arab dealers, dwelling in Unyanzembe, and the ivory marts, in the vicinity of Lake Tanganika, had been by no means idle.

The road again open, the accumulated tusks were heaped up in the Zanzibar market; but the ill satisfied demand for ivory had given an upward impetus to prices, and we find that in 1863-4 the value of the ivory exports was 52,183*l.* in excess of the import figure of the same year.

This explanation will serve to equalise the disparity between the ivory commerce of the present and past year, and show the decline to be dependent simply on its return to the ordinary trade level after the casual influx of 1863-4.

The falling off in the ivory trade alone will account for 92,876*l.* of the present year's decrease, and for 65,622*l.* of the decline in exports.

The trade in cotton or piece goods has risen 17,313*l.* above the average, but fallen 34,045*l.* below last year's value, but whilst the cotton exchange has suffered, the export of beads and wire, the alternative mediums of barter, has relatively increased, that of beads largely so.

The export of cotton fabrics to Africa has fallen 3,270*l.* below the average, and 44,608*l.* below the value of last year's out-going, and the import of gum copal and other main props of the Zanzibar commerce has been affected, and, in this way, cotton fabrics have been dear, copal of little comparative value, and in no demand, seeing that its grand solvent turpentine has been scarcely procurable.

The copal diggers have refused to exchange their produce, the collection of which seasons of drought had made unusually difficult, for the scrap of domestics that the coast Banians could afford to offer.

Imports, Crops, Yield, and Exports, under comparison.	Average	Number of Years included in Average	1864-5 Trade.	1864-5 Trade in comparison with Average.	1864-5 Trade compared with that of 1863-4.	1863-4 Trade.
			Dollars.	Dollars.	Dollars.	Dollars.
Beads { Import	67,855	4	115,953	48,098 Increase	Increase 59,653	56,300
Export	38,400		100,000	61,600 "	" 93,000	7,000
Cocoa-nut Yield ... { Import	372,345		600,000	227,655 "	" 50,000	550,000
Export	143,146		185,030	41,914 "	Decrease 69,993	255,020
Clove Crop { Import	214,750	4	240,000	25,250 "	Increase 76,000	164,000
Export	247,819		315,122	67,308 "	" 108,624	206,498
Copal Gum { Import	158,781		110,000	48,781 Decrease	Decrease 25,000	135,000
Export	110,148		72,636	37,512 "	" 90,717	163,353
Cotton Fabric ... { Import	771,815	4	869,490	97,675 Increase	Increase 48,470	821,020
Export	680,576		665,180	15,386 Decrease	Decrease 212,020	877,200
Cowries { Import	69,000		25,000	44,000 "	" 15,000	40,000
Export	110,555		47,500	63,055 "	Increase 8,592	38,908
Cereals { Import	119,575	4	103,200	16,375 "	Decrease 25,800	129,000
Export	19,991		51,000	31,089 Increase	" 6,546	56,546
Ivory { Import	408,120		552,500	84,380 "	" 129,500	682,000
Export	451,211		618,185	166,974 "	" 311,869	930,054
Oil Seeds { Import	77,959	3	106,940	27,981 "	" 51,060	157,000
Export	144,440		161,064	16,624 "	" 80,331	241,395
Orchella { Import	58,333		65,000	6,667 "	Increase 15,000	50,000
Export	58,012		34,026	13,986 Decrease	Decrease 57,447	91,473
Treasure... .. { Import	433,869	4	309,335	124,534 "	Increase 22,359	286,476
Export	339,500		336,214	4,286 "	Decrease 24,786	360,000
Wire { Import	17,495		83,045	65,550 Increase	Increase 64,545	18,500
Export	29,938		47,000	17,062 "	Decrease 1,250	45,750

Calculated in German Crowns, value 4*s.* 2½*d.*

Imports, Crops, Yields, and Exports.		1859-60.	1860-1.	1861-2.	1862-3.	1863-4.	1864-5.
		\$		\$	\$	\$	\$
Arms ..	Imports	85,830	No Trade Return.	3,600	7,226	8,200	19,280
	Exports	68,000		30,000	17,550	12,000	15,200
Beads ..	Imports	98,459		35,000	81,652	56,300	115,953
	Exports	115,000		27,000	4,600	7,000	100,000
Cocoa-nut ..	Yield	210,000		300,000	429,378	550,000	600,000
	Exports	72,200		102,117	143,126	255,023	185,000
Clove ..	Crop	220,000		185,000	290,000	164,000	240,000
	Exports	250,000		201,840	332,440	206,498	315,132
Copal ..	Imports	150,000		150,000	200,125	135,000	110,000
	Exports	13,000		103,962	160,277	163,353	72,636
Cotton } Fabrics }	Imports	843,422		583,100	839,716	821,020	869,490
	Exports	864,450		468,600	512,053	877,200	665,180
Cowries. ..	Imports	150,000		36,000	50,000	40,000	25,000
	Exports	245,000		116,910	41,400	38,908	47,500
Cereals. . .	Imports	204,600		95,800	48,900	129,000	103,200
	Exports	7,000		6,700	9,400	56,546	51,300
Gunpowder. .	Imports	40,386		6,500	756	15,800	37,582
	Exports	52,500		7,000	10,000	15,065	20,000
Hides ..	Imports	80,000		18,000	14,000	30,000	20,000
	Exports	115,000		49,889	93,302	36,741	35,324
Ivory ..	Imports	883,000		30,320	277,161	682,000	552,500
	Exports	312,000		309,777	253,132	930,054	618,185
Metals. . .	Imports	32,885		28,650	45,992	20,772	53,153
	Exports	2,000		11,500	9,600	22,636	7,950
Oil Seeds ..	Imports	24,000		15,000	108,937	157,000	105,940
	Exports	93,600		84,649	158,116	241,395	161,064
Orchella ..	Imports	..		60,000	65,000	50,000	65,000
	Exports	..		7,722	74,840	91,473	34,026
Slaves ..	Imports	260,000		120,000	100,000	140,000	150,000
	Exports*	..		..	..	..	..
Treasure ..	Imports	750,000		321,500	377,500	286,476	309,335
	Exports	370,000		385,000	243,000	360,000	335,214
Wire ..	Imports	34,000		10,479	7,000	18,500	18,045
	Exports	34,000		15,000	25,000	45,750	47,000

The cocoa-nut, which shelled and dried, is one of the chief articles of export to France, is more and more cultivated in Zanzibar, and is said to be fast displacing the clove.

COCOA-NUT YIELD.

Years.	Island of Pemba.	Island of Zanzibar.	Total.	Remarks.
	£	£	£	
1859-60 ..	6,311	37,873	44,184	The first four annual yields are given on an estimate of the general local consumption, and the relation of the export values to the yields. N.B. The Pemba yield only has been taken into account in calculating the value of the home trade.
1860-61 ..	..	..	..	
1861-62 ..	8,417	54,788	63,125	
1862-63 ..	12,625	77,724	90,349	
1863-64 ..	14,729	101,001	115,730	
1864-65 ..	18,937	107,313	126,250	

This produce has increased, therefore, but as the demand has more than kept pace with the yield, a rise of from 2 to 4 dollars per thousand has taken place, and although the yield has become more abundant, the exports have not unaccountably diminished, more oil is needed for an increased population, more nuts as food. The class, of hamauls, peons, and artisans are said to consume on an average each two nuts per diem.

* Export large but doubtful.

A British firm has erected a steam oil mill; oil is expressed on the spot, and the quantity available for export diminished.

Sesamum, or oil-seed grown at and imported wholly from Lamoo, has, in latter reports, been unhappily clubbed with oil exports, and imports have risen above the average, but have fallen below the values of last year.

CLOVE YIELD.

Years.	Island of Pemba.	Island of Zanzibar.	Total.	Remarks.
	£	£	£	
1856-60 ..	4,208	42,084	46,292	N.B. The Pemba Island crop only has been taken into account in calculating the home trade import values. The first three years' yields have been given on an estimate of the known proportion of export to import values.
1860-61 ..	..	..	..	
1861-62 ..	3,157	35,770	38,927	
1862-63 ..	8,417	52,604	61,021	
1863-64 ..	4,208	30,300	34,508	1860, 17½ per cent. 1861-62, 10 " 1862-63, 14 " 1863-64, 19 " 1864-65, 25 " Average varying values of export over import during years noted.
1864-65 ..	8,416	42,083	50,500	

The clove crop has increased; but, as before observed, that culture is being gradually abandoned, at present, for that of the cocoa palm, eventually it is to be hoped for that of the sugar cane.

The collection of the clove crop is said to be difficult, as compared with the garnering of the cocoa-nut, and the plenty of one year, the forerunner of the next seasons scarcity. To instance the uncertainty of the crop, the yield of one estate fell from—

	1,200	Frasilas to	110
A second ..	17,000	„ to	2,000
A third ..	800	„ to	60

The reasons assigned for this seeming exhaustion of the tree are not altogether fanciful, amongst them is the destruction of the foliage by the clove pickers.

A species of ant infests the tree, and constructs its nest from aggluminated leaves. These attack the gatherers, who recklessly tear off the branches which give an asylum to their assailants.

Clove stems have lately become an item of export, and the tree is thus further robbed of its sources of vigour. On the season following an abundant crop, the tree is said to appear in a leafage of light green, and to yield but little fruit. It is only when the foliage blooms with russet hue that the tree is known to be again robust.

The decrease in the cowrie trade, which originally was the foundation of the wealth of an eminent Hamburgh firm, may be accepted as an index of the advanced political condition of the populations of the West African Littoral.

The direct trade with Great Britain has steadily advanced to 57,112*l.* beyond the average trade total. From 1855 to 1859 the yearly average number of vessels trading with Zanzibar was 2, the tonnage 801; since 1861-2 the number has risen from 8 to 19, and the tonnage from 3,500 to 6,598 the tonnage, total of the year under review.

The indirect trade has been very considerable; two-thirds of the Hamburgh imports are said to issue from the marts of Great Britain. The whole of the cotton fabrics imported, save perhaps an unimportant contribution from Muscat, may be looked upon as of British manufacture and the coal imports are wholly from Wales.

COMPARISON TABLE.—Foreign and Home Trade of 1864-5 with that of 1863-4, and with the Average of the preceding Years.

Foreign Markets—		1863-4 Foreign Trade.		1864-5 Foreign Trade.		Comparison of 1864-5 Foreign Trade with 1863-4.		General Condition of Trade compared with 1863-4.		Average Annual of Foreign Trade.		1864-5 Trade Above or Below Average.		General Condition of 1864-5 Trade compared with Average.	
		£	Imports	£	Exports	£	Imports	£	Exports	£	Imports	£	Exports	£	Imports
Britain	..	18,357	Exports	45,574	27,217	Increase	38,145	Increase	21,633	3,941	Increase	33,171	Increase	57,112	Increase
		50,042	Imports	60,970	10,921	Increase			27,799						
British India	..	144,766	Exports	145,503	737	Increase	30,328	Decrease	131,929	13,574	Increase	13,574	Increase	4,445	Decrease
		137,283	Imports	106,218	31,065	Decrease			115,347						
Kutch	..	24,388	Exports	20,494	3,894	Decrease	9,651	Decrease	30,096	9,602	Decrease	9,602	Decrease	253	Decrease
		74,321	Imports	68,564	5,757	Decrease			59,215						
America	..	9,552	Exports	30,758	21,206	Increase	32,912	Decrease	4,480	16,722	Decrease	16,722	Decrease	58,063	Decrease
		73,438	Imports	19,320	54,118	Decrease			60,661						
France	..	28,101	Exports	33,841	5,740	Increase	13,390	Increase	51,674	17,833	Decrease	17,833	Decrease	6,519	Decrease
		49,769	Imports	57,419	7,650	Increase			46,105						
Italy and Spain	..	8,478	Exports	..	8,478	Decrease	20,741	Decrease	7,871	7,871	Decrease	7,871	Decrease	15,570	Decrease
		12,263	Imports	..	12,263	Decrease			7,699						
Hamburgh	..	36,432	Exports	75,387	38,955	Decrease	42,522	Increase	57,911	17,476	Increase	17,476	Increase	17,851	Increase
		52,920	Imports	56,487	3,567	Decrease			56,112						
Arabia	..	24,541	Exports	11,699	12,842	Decrease	20,250	Decrease	15,695	3,996	Decrease	3,996	Decrease	5,525	Decrease
		30,490	Imports	23,082	7,480	Decrease			22,611						
HOME TRADE.															
Home Markets—															
Africa in the Interior	Imports	328,443		281,378	47,065	Decrease	113,835	Decrease	267,200	14,178	Increase	14,178	Increase	8,116	Decrease
African Littoral, and Islands adjacent	Exports	264,314		197,544	66,770	Decrease			220,888	22,294	Decrease	22,294	Decrease		

A small trade has sprung up with the Seychelles, which furnishes sugar bags of excellent quality, and a cotton staple scarcely to be surpassed.

The British Indian and Kutch trade is below the average, and considerably under the value of last year's commerce; but Great Britain has more than gained what India has lost. The London prices have indeed proved more attractive to exporters than those of Western India, and a diversion to England of the out-going supply has been the consequence.

The American trade, though far below the prosperous average of a period antecedent to the civil war, is now again recovering.

The Hamburg commerce for the year is above, the French below the average, the imports of the latter are mainly in silver, five franc pieces (local value two rupees) which are eagerly bought up by the Banians for the Indian market. The import of French gold is considerable.

FOREIGN Trade, calculated in £ sterling.

Traders.	1859-60	1860-61	1861-62	1862-63	1863-64	1864-65	Average of Five Years.
	£	£	£	£	£	£	£
British ... { Export	5,556	...	...	...	50,042	60,970	38,856
... { Import	...	...	...	24,908	18,357	45,574	29,615
British India { Export	103,888	...	119,632	100,586	137,283	106,218	121,815
... { Import	107,501	...	117,790	157,660	144,766	145,593	134,644
Kutch ... { Export	69,644	...	48,189	44,708	74,321	68,564	61,085
... { Import	57,872	...	19,789	18,366	24,388	20,494	28,176
American ... { Export	118,688	...	11,343	39,176	73,438	19,320	52,393
... { Import	126,398	...	27,789	26,179	9,552	30,758	44,135
French ... { Export	55,000	...	40,219	39,433	49,769	57,419	48,368
... { Import	114,790	...	29,305	34,500	28,101	33,841	48,107
Hamburg... { Export	86,888	...	36,768	47,871	52,920	56,487	56,177
... { Import	101,296	...	41,242	52,674	36,432	75,387	61,406
Italian ... { Export	...	...	...	3,136	12,263	...	7,699
... { Import	...	...	...	7,263	8,478	...	7,871
Arabian ... { Export	23,377	...	12,642	23,936	30,490	23,082	22,705
... { Import	17,606	...	10,063	10,572	24,541	11,699	14,896

Year of the Naoroz, 1864-65.

MERCHANT Shipping List for the Year, ending April 30, 1866.

Port of Zanzibar.	Square Rigged Vessels.		Native Boats.		Remarks.
	No.	Tons.	No.	Tons.	
British.. ..	19	6,598	..	..	{ Tonnage increase over 3 years average, 1,719 tons.
British Indian.. ..	..	..	51	4,572	
Hamburg.. ..	15	5,222	..	..	{ Tonnage above 3 years average, 1,469 tons.
French.. ..	16	3,772	13	592	
American	5	2,515	..	..	{ Native boats tonnage doubtful.
Arab	7	2,500	..	..	
Egyptian	1	300	..	..	{ Tonnage below 3 years average, 724 tons.
Portuguese	2	75	..	..	
Hanoverian	1	60	..	..	{ Estimate of number and tonnage of boats employed on the East African Littoral, including the ports of Brava, Lamoo, Pensch, &c., &c.
Zanzibar (Local)	..	..	500	25,000	
Muscat and the North.. ..	..	..	60	3,000	Estimate.

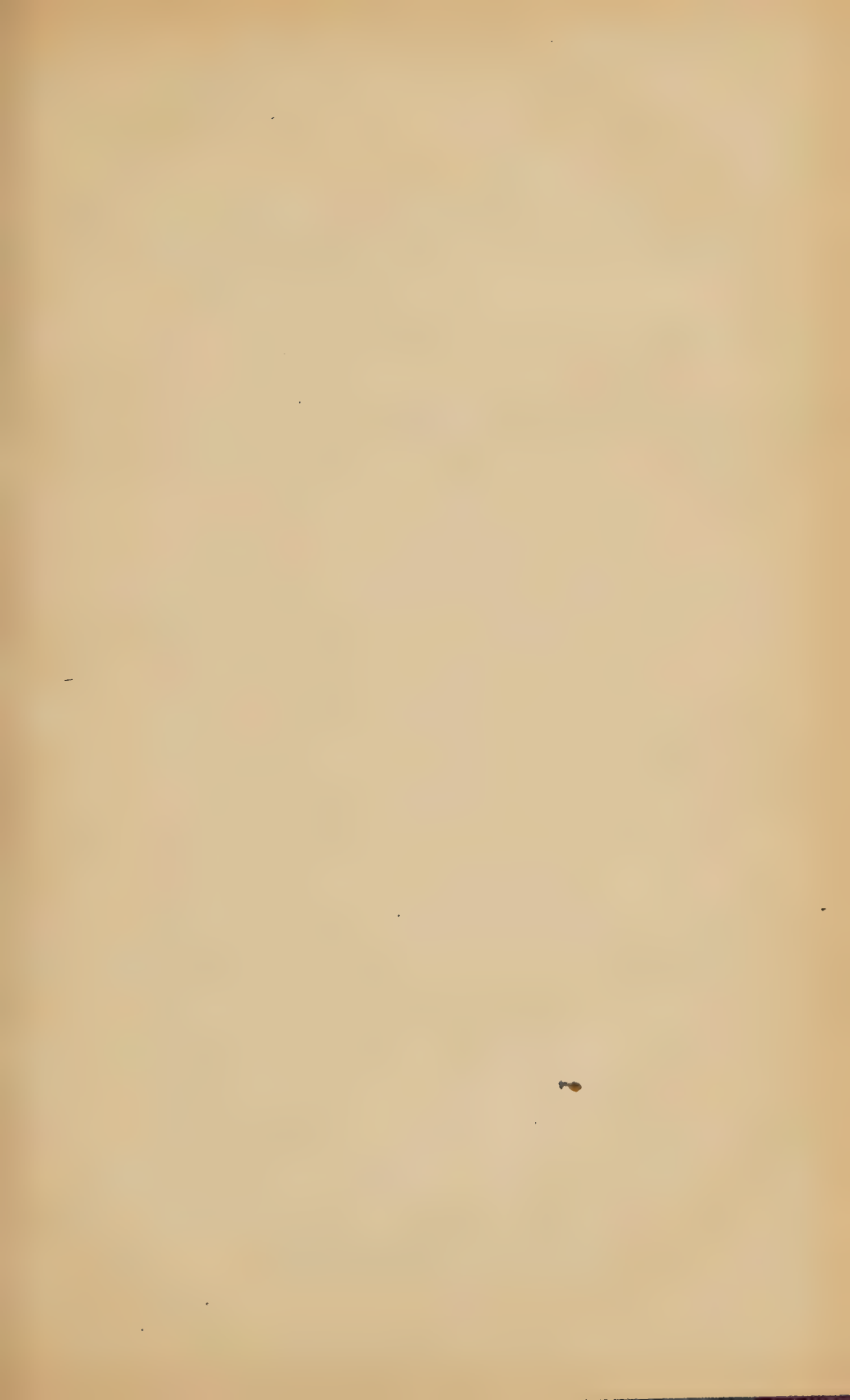
Before concluding this Report it may be useful to leave on record the tribute which has flowed respectively from the African Interior, Littoral, and Islands of the Zanzibar dominions during the last five years to support the

HOME Trade Imports.

	1859-60.	1861-62.	1862-63.	1863-64.	1864-65.
	£	£	£	£	£
African, in the Interior (Ivory Hides, Slaves)	271,111	34,681	81,381	174,953	150,953
African Littoral Pemba (Jawaree, Cloves, Cocoa-nut Oil Seeds)	103,175	89,603	134,121	142,359	117,253
Madagascar (Rice, Wax, Ebony, Tusks, Coir, Mats, &c.)	19,777	3,416	3,462	11,131	13,172
Total, not including Zanzibar Island produce	393,963	127,430	218,964	328,443	281,378

72,000, or an annual average of 14,400 slaves have passed through the Zanzibar custom-house during the last five years as imports.

Zanzibar, May 1866.



No. 1.—1867.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE



FROM

HER MAJESTY'S CONSULS,

IN 1867.

Presented to both Houses of Parliament by Command of Her Majesty,
FEBRUARY, 1867.

LONDON:

PRINTED BY HARRISON AND SONS.

1867.

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COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS.

COSTA RICA.

Report by Mr. Consul Wallis on the Trade of Costa Rica for the Year 1865.

The arrivals and sailings of vessels, for the last five years, are as follows:—

Years.	ENTERED.					
	British.		All others.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861	5	1,535	93	54,962	98	56,227
1862	4	1,769	92	58,793	96	60,562
1863	4	2,168	72	71,091	76	73,259
1864	4	1,876	67	54,359	71	56,235
1865	5	2,088	68	73,953	73	76,041
Average	..	1,887	..	62,577	..	64,464
Average, 1860-1864	..	1,714	..	57,168	..	58,882
Increase	..	173	..	5,409	..	5,582
	CLEARED.					
	British.		All others.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1861	5	1,535	86	53,062	91	54,597
1862	3	1,238	87	58,067	90	59,305
1863	4	1,483	65	69,749	69	71,232
1865	4	1,683	65	54,612	69	56,295
1865	5	2,088	69	71,832	74	73,920
Average	..	1,605	..	61,464	..	63,069
Average, 1860-1864	..	1,433	..	57,020	..	58,453
Increase	..	172	..	4,444	..	4,616

The British carrying trade remains in the hands of one London firm, other British vessels rarely visiting the port. As a rule the British vessels figuring in the Returns are loaded out and home. The comparatively large amount of "all other" tonnage is mainly made up by the steamers of the Panama Railroad Company, which visit Punta Arenas four times and sometimes five times a month. The tonnage inwards of these vessels last year was 68,646 of the total of 73,953. The importations by this route are increasing annually. The exports of 1865 were valued at 72,171*l*., but probably exceeded that amount.

Of imports no Returns are kept, and the only guide to their amount is the sum collected by the Custom-house for duties and road tax. This is estimated for the past year at 337,464 dollars, and as these charges are supposed to be 20 per centum on the cost of a general cargo, the sum of 1,687,320 dollars may be assumed as the total value of imports in 1865.

The following is a Table of the estimated value of imports for the last five years, the sterling value calculated at the current rate of exchange of each year :

			Currency.	Sterling.
			Dollars.	£
1861	..	..	876,800	163,583
1862	..	..	936,200	176,641
1863	..	..	1,172,000	216,633
1864	..	..	1,718,000	312,363
1865	..	..	1,687,324	297,064
Average ..			1,278,064	233,256
Average, 1860-1864.			1,128,200	205,875
Increase ..			149,864	27,381

British manufacture may be estimated at two-thirds of the whole importations.

Annexed is a tabular statement of exports from Punta Arenas in the year 1865.

RETURN of Exports at the Port of Punta Arenas in the Year 1865.

Nature of Articles.	Foreign Weights or Measures.	To Great Britain.		To France.		To Hamburg.		To Bremen.		To California.		To Mexico.		To Panama.		To Calao.		To Valparaiso.		Quantities.		Value.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign Weights or Measures.	English Weights or Measures.	Foreign Money.	English Money.
Coffee ...	Quintals.	48,392	123,318	10,583	26,968	9,779	24,920	390	994	18,660	47,552	914	2,329	20,745	52,865	...	...	2,161	5,507	111,624	11,162,400 lb.	Dollars.	\$ 284,453
Hides ...	Number.	...	...	...	...	1,306	285	2,423	537	...	...	...	...	3,438	1,359	...	...	...	...	7,166	7,166	Dollars.	12,395
Deer Skins	Quintals.	...	...	...	...	...	...	54	333	...	...	...	...	23	172	...	...	...	...	82	8,200 lb.	Dollars.	2,870
Pearl Shell	Quintals.	...	...	1,400	431	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,400	140,000 lb.	Dollars.	2,450
Lumber Sawn } Cedar ... }	Feet ...	...	...	...	...	...	...	53,000	359	...	...	...	...	...	...	...	...	...	...	53,000	53,000	Dollars.	2,045
Cedar Logs ...	Feet ...	...	...	...	...	...	...	900,000	2,669	379,000	1,132	...	...	...	...	58,000	466	2,000	24	1,443,000	1,443,000	Dollars.	24,531
Silver Ores	Packages	...	...	...	...	...	...	...	...	...	...	...	...	246	...	...	...	...	...	6	16	...	...
Cotton ...	Quintals.	...	...	...	...	...	...	...	...	...	...	...	...	1,206	4,239	...	...	...	...	1,206	120,600	Dollars.	24,120
Brazil Wood	Quintals.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,000	430	2,000	200,000 lb.	Dollars.	2,500
Specie ...	Value ...	...	...	...	...	...	...	...	...	...	...	...	...	...	11,154	...	...	...	...	...	...	Dollars.	63,465
Gold Bullion ...	Value ...	...	...	...	...	...	...	...	...	...	...	...	...	...	2,384	...	...	...	...	...	...	Dollars.	13,554
		123,318	27,399	25,206	4,899	48,684	2,329	72,171	466	5,961												Dollars.	1,766,476
																						Dollars.	310,422

This Return shows a total of 1,766,476 dollars, and the value to different countries retains the same proportion as mentioned in previous reports, Great Britain taking about 45 per cent. of the whole.

The following is a statement of the gross exports for the past five years, in currency and sterling, at the average rate of exchange of each year :—

			Currency.	Sterling.
			Dollars.	£
1861	..	..	1,688,363	314,993
1862	..	..	1,613,149	304,368
1863	..	..	1,540,988	284,840
1864	..	..	1,812,682	329,524
1865	..	..	1,766,476	310,999
Average	..	..	1,684,331	308,945
Average, 1860 to 1864.			1,627,910	298,880
Increase	..	..	56,421	10,065

It is improbable that cotton will again appear for some time in Costa Rican Returns as an article of export. The cultivation of it has proved here to be anything but a profitable speculation, and may now be considered abandoned until immigration or an increased population augments the supply of labour.

Coffee remains the staple article of export of this country, and the following Table shows the crops, average prices in the port of shipment, and total value in currency for the last five years :—

Year.			Quantity.		Price.		Value.
			Quintals.	Tons.	Currency.	Sterling.	
					Dollars.	£ s. d.	Dollars.
1861	..	..	112,934	5,041	13	2 12 0	1,468,142
1862	..	..	107,903	4,817	13	2 12 0	1,402,739
1863	..	..	86,451	3,860	15½	3 2 0	1,339,990
1864	..	..	112,589	5,026	14	2 16 0	1,576,246
1865	..	..	111,624	4,986	14½	2 18 0	1,618,546
Average	..	..	106,300	4,746	14	2 16 0	1,481,132
Average, 1860-1864	..	..	105,049	4,689	13 ⁶⁶ / ₁₀₀	2 13 4 ³ / ₄	1,415,575
Increase	..	..	1,251	57	0 ³⁶ / ₁₀₀	0 2 7½	65,557

The rate of exchange for ninety days' bills on London, during the year 1865, will be found in the following Tables, calculated at dollars and cents to the pound sterling.

Date.	Rate.	Date.	Rate.
	\$ cts.		\$ cts.
January 10 ..	5 62½	July 10 ..	5 70
" 25 ..	5 62½	" 25 ..	5 70
February 10 ..	5 50	August 10 ..	5 80
" 25 ..	5 50	" 25 ..	5 80
March 10 ..	5 50	September 10 ..	5 75
" 25 ..	5 62½	" 25 ..	5 80
April 10 ..	5 62½	October 10 ..	5 80
" 25 ..	5 62½	" 25 ..	5 75
May 10 ..	5 62½	November 10 ..	5 80
" 25 ..	5 62½	" 25 ..	5 80
June 10 ..	5 70	December 10 ..	5 80
" 25 ..	5 70	" 25 ..	5 70

and the average rate of the past five years were as follows :—

					Dols. cts.
1861	..	..	..	..	5 36
1862	..	..	..	..	5 30
1863	..	..	..	..	5 41½
1864	..	..	..	..	5 50½
1865	..	..	..	..	5 68½
Average of the five years ..					5 45½
Average, 1860-1864 ..					5 36
Increase ..					0 09½

The projected road to Limon on the Atlantic has been persevered in somewhat to the detriment of the roads already in existence. But with the exception, perhaps, of two or three wooden bridges, little real advance has been made in the work, and there is as little hope as ever of this route being opened to the trade of the country without the assistance of foreign capital and foreign labour.

In mining, the excitement which was referred to in the Report of 1864 has not diminished. For this small country, considerable sums of money have been invested in mining operations, but the investment does not seem to yield a return commensurate to the outlay. But this circumstance is probably to be attributed rather to the smallness of the outlay than to the poverty of the mine, which there is every reason to believe would prove highly productive with large expenditure and judicious management.

The financial condition of the Government continues to improve, and the public debt has been considerably reduced. An endeavour has been made to cancel the small floating debt composed of bonds bearing interest by the issue of one class of papers of small denominations in the nature of bank notes, which is received as cash in all the branches of the Revenue. The amount in circulation is small, but as it is not convertible into cash, it does not circulate freely with the public.

The public health of Costa Rica has much deteriorated. Dysentery has been a disorder prevalent for many years, but until lately it was the only disease known.

Of late years, however, and more particularly during last year, several of the dangerous disorders common to Europe have found their way here, including typhus, and as each disease becomes in its turn epidemic, the per-centage of deaths must have been heavy, although no reliable returns can be quoted. The cause of this altered state of things has not been discovered. The pestilence appears to commit the same ravages where there

is a pure and abundant water supply, as where that supply is wanting—in crowded ill-ventilated dwellings in towns, as in detached isolated houses in the country; in the high table lands of the interior, as on the coasts. To whatever cause it be owing, there is no doubt that Costa Rica, formerly one of the healthiest countries in the world, is now very much the reverse,

San José, Costa Rica, October 11, 1866.

RUSSIA.

FINLAND.

Report by Mr. Campbell on the Trade of the Grand Duchy of Finland.

THE Grand Duchy of Finland, which was ceded to the Emperor of Russia by the Treaty of Fredrickshamn, on the 17th of September, 1809, contains an area of about 136,000 square miles, and is divided into 8 provinces, viz., Myland, Abo and Björneborg, Tavastehus, Wiborg, St. Michael, Kupio, Wasa, Uleaborg.

The capital of the Grand Duchy is Helsingfors, which city, two-thirds surrounded by the sea, is beautifully situated on a rocky eminence in the Province of Myland and in the immediate vicinity of the fortress of Sweaborg, which, with its 2,000 cannon mounted on cliffs towering above the Gulf of Finland, protects the entrance to its harbour. The Consulate of Helsingfors has within its jurisdiction all the provinces above alluded to with the exception of Wiborg; it therefore comprises the Vice-Consulates of Uleaborg, Björneborg, and Abo, as well as the export towns of Lovisa, Christinestadt, Ekenäs, Mystad, Wasa, Gamla Karleby, Ny-Karleby, Bralustad, Jacobstad, and Kasko, and an extent of 650 miles of seaboard.

The climate of Finland unfortunately forms the greatest obstacle to the development and progress of its agriculture, and too much praise cannot be awarded to the present Emperor, who, through the establishment and endowment of agricultural schools throughout the various provinces of the Duchy, has done his utmost to combat against this barrier to cultivation, and endeavoured as far as possible to substitute to the country, through science, that which has been denied to it by nature.

No judicious efforts have been left untried by Government to encourage the advancement of industry, as well as to support the large manufactories already established. Special privileges have been granted to the manufacturers, a fund has been established for the purpose of aiding them in carrying out their projects, and, moreover, they are permitted to import their machinery and raw material free of duty. These efforts on the part of the Government have not been unrewarded, nor unattended with success, for in the last few years a great spirit of enterprise has developed itself, new manufactories have sprung up, and old ones have been re-modelled and enlarged.

British industry and enterprize has contributed in no small degree to these results; we find, at Abo, Scotchmen building steam-vessels for the Russian Government; we find, in the interior of Finland, at Tammerfors, large spinning mills employing hundreds of hands, established and conducted by an English firm. We find, at Helsingfors, and Fisksars Englishmen manufacturing cutlery from native iron, which can vie with that of Birmingham and Sheffield: and at the present moment English capitalists are treating for the purchase of one of the largest mining estates in Finland.

The language spoken in the capital and in the larger cities of the Grand Duchy is Swedish; but in the smaller towns and throughout the interior of the county the Finnish language predominates. The administration, the Courts of Justice, and the public press, are conducted in Swedish, consequently, in a language perfectly unknown to two-thirds of

the population, and although the appointment of translators at the various departments and Governments has in some degree modified this evil, still there is no doubt but it has a most baneful influence on the progress and civilization of the country.

Great suffering and distress has of late years occurred in the northern districts of Finland, and more particularly in the government of Uleaborg, in consequence of the failure of the crops. Since the year 1856, when a total failure of the harvest took place, the country has more or less suffered, partly from the total exhaustion of any surplus grain which the peasantry might, under other circumstances, have been in possession of, and partly from deficient harvests resulting from inferior seed. In 1862, however, a total failure again occurred, which was succeeded in 1863 by a partial failure. The year 1864 brought a miserable harvest, and 1865 brought once more a total failure, the consequence of which has been that from one end of the government of Uleaborg to the other, a degree of suffering, sickness, and misery altogether unprecedented has resulted. Under these deprivations the bread of the peasantry consisted of bark and straw, either separately or mixed, the former is the inner bark of the pine tree (*Pinus Sylvestris*) which is collected during the months of June and July; this bread produces much disease and sickness, but still it is considered more wholesome than another description produced from boiled hay. The crops of 1866 as yet look promising, and it is fervently to be hoped that they may be housed in safety.

I. SHIPPING AND NAVIGATION.

In the year 1856, the whole of Finland possessed 390 vessels of 28,422 lasts, and, according to the official Returns of 1865, its mercantile fleet had increased to 650 vessels, of 77,307 lasts, which is no insignificant number when we take into account the amount of the population of the Grand Duchy. In fact, of all the European countries (with the exception of England, Norway, Holland and Greece), Finland possesses the largest number of merchant vessels as compared with its population: Denmark, for instance, had in 1863, 74,000 Finnish lasts; in the same year Hanover had, with all her river and coasting vessels, 73,184, and even the whole of the Prussian monarchy, in 1864, only possessed 1,665 vessels of 128,100 Finnish lasts.

The greater part of the carrying trade between Finland and foreign countries is done by its own flag. During the last ten years 64 per cent. of the imports, and 65 per cent. of the exports of the country were carried in Finnish bottoms, whereas of the 9,893 vessels which reached the other provinces of the Russian Empire in the year 1863, only 1,890, or about 19 per cent. of them carried that country's flag.

During the year 1865 the following British vessels arrived within the districts of this Consulate:—

	No. of Vessels.	Tonnage.	No. of Crew.
Helsingfors.. ..	12	3,225	110
Abo	6	1,228	44
Björneborg	1	145	5
Uleaborg	..	..	..
	19	4,598	159

RETURN showing the amount of Shipping belonging to the various Ports of Finland, during the Years 1863, 1864, and 1865.

Ports.	1863.		1864.		1865.	
	No.	Lasts.	No.	Lasts.	No.	Lasts.
Tornea	5	316	4	307	2	166
Uleaborg.. ..	44	8,089	42	8,010	46	8,669
Brahestad	37	7,496	42	8,423	46	10,014
Gamla Karleby	22	2,556	22	2,689	20	2,672
Jacobstad	19	2,541	17	2,759	18	3,517
Ny Karleby	11	1,230	11	1,229	11	1,239
Newlaistad	29	5,426	29	5,719	29	6,375
Kasko	2	382	1	77	2	440
Christianstad	14	2,155	13	2,281	13	2,485
Björneborg	26	4,833	39	4,423	37	5,029
Raumo	44	4,176	36	3,607	31	3,308
Nystad	38	4,509	35	4,691	42	6,022
Nädendal	2	264	2	264	2	264
Abo	38	6,827	39	7,088	37	6,462
Ekenäs	1	170	..	..	..	..
Helsingfors	77	2,668	79	2,630	68	2,838
Borga	17	1,880	12	1,359	15	1,446
Lowisa	10	1,551	10	1,551	9	1,570
Frederickshamu.. ..	6	519	6	519	6	804
Wiborg	124	7,999	141	9,740	164	10,703
Kuopio	17	672	18	897	23	1,017
Ivensun	25	1,983	26	2,066	29	2,267
	608	68,242	624	70,338	650	77,307

II.—TRADE AND COMMERCE.

Timber being the only important export article from Finland, it may not perhaps prove uninteresting were I to give a statement of the extent of the forests throughout the Grand Duchy.

In the year 1858, M. von Berg, councillor to the Forest Board of Saxony, received an invitation from the Emperor to make a journey of inspection through the forests of Finland, and to report thereon. The invitation was accepted; and M. von Berg, accompanied by several Russian officials, set out upon his tour, and I extract the following from his report:—

The pine forests, which supply first-class material for ship and house-building purposes, extend to about 68 degrees N. latitude. The pine is, however, to be found to the south-west of the Enare Lake and along the Patajoki River to the Arctic Ocean, but it there becomes short and conical, and unfit for building purposes. The time required for a tree to reach its maturity in those regions is about 300 years, although in some of the more favoured localities even 250 years may suffice. In the full-grown pine forests it may be estimated that the tonnenland* contains 100 trees, and each tree contains about 40 cubic feet of timber. The fir tree, on the other hand, becomes so weak and thin in 67 degrees N. latitude, that it can scarcely be used for house-building purposes. At the same time, trees are found in the southern districts of Uleaborg, which are used for building a small class of vessels. The conveyance of this timber to the shipping ports is effected by means of the many rivers and lakes which everywhere intersect the country.

The Royal forests in the Government of Uleaborg are estimated to

* 1 Tonnenland = $\frac{2}{3}$ English mile.

contain about 6,766,719 tonnenland, which, if properly managed, would yield annually somewhere about 3,010,000 matured pine trees.

In the Government of Wasa the forests have been plundered to a great extent, but in the districts which formerly belonged to Satakunda and Savastland, fine and valuable forests still exist, containing an area of about 285,769 tonnenland, out of which it is calculated that 4,000 tonnen might be annually felled; and taking an average of 60 trees upon each tonnen, would give 240,000 trees annually, valued at 72,000 roubles, or 10,800*l*.

In the Government of Kuopio the forests are composed partly of small districts, and partly of very extensive contiguous estates. The former of these are nearly exhausted, and consist either of barren marshes or deserts of sand and rock; the latter still contains excellent timber, and it may be fairly estimated that the forests of this Government yield an annual revenue of about 72,000 roubles, or 10,800*l*.

In the Government of Wiborg the only Royal forest is estimated to contain 127,109 tonnenland, and lies in the districts of Imbilaki and Suistamo, to the north of Lake Ladoga. In this forest there are scarcely 15,000 trees available for cutting into deals and planks.

The following statement will show the whole extent of the Royal forests throughout Finland:—

					Tonnenland.
Abo and Bjorneborg	..	..	..	..	377,803
Tavastehus	..	..	..	..	105,810
Wiborg	..	..	..	..	127,109
Kuopio (West)	..	..	..	..	418,000
Kuopio (East)	..	..	..	..	597,000
Wasa (West)	..	..	..	..	226,260
Wasa (East)	..	..	..	..	285,769
Uleaborg	..	..	..	..	805,201
Kajana	..	..	..	..	2,109,300
Ijo	..	..	..	..	4,010,934
Kemi	..	..	..	..	12,355,448
					21,418,629

equal to 1,920 geographical square miles; and although the means of transit and communication with the coast are as yet very incomplete, and, consequently, the export of timber by no means reached that stage which the extent of the forests would warrant; still, it may be fairly estimated that they yield Government an annual revenue of about 350,000 roubles, or 52,500*l*.

Tar and Pitch are largely exported from the north of Finland to England, France, Denmark, and Germany. During 1865, about 74,000 barrels were shipped to these countries.

Butter.—Some shipments of this article have been made to Great Britain, but the quality is so very inferior to that offered in the English markets, that even our best parcels are with difficulty disposed of.

Imports.—Coal, iron, machinery, shipbuilding materials, and colours form the only articles of import from Great Britain; and the annexed Tables will show the extent of the exports of all the Finnish ports during the past three years:—

RETURN showing the Number and Lackage of all Vessels at the various Ports of Finland during the Years 1863, 1864, and 1865, and the Value of the Cargoes Imported.

Ports.	Arrived in 1863.		Value of Cargoes in Finnish Marks.		Arrived in 1864.		Value of Cargoes in Finnish Marks.		Arrived in 1865.		Value of Cargoes in Finnish Marks.	
	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.
Tornea ..	29	2,202	693,206	52	24	1,830	369,178	99	26	2,347	819,430	50
Uleaborg ..	160	14,174	2,435,774	5	126	12,195	1,739,478	78	160	16,475	2,685,158	18
Brahelstad ..	32	5,836	1,187,513	24	88	5,260	895,005	34	88	5,648	937,424	13
Gamla Karleby ..	61	4,494	1,004,503	18	44	4,401	765,496	19	47	4,613	802,182	45
Jacobstad ..	91	7,121	761,475	31	66	5,103	589,539	68	91	6,938	554,503	22
Ny Karleby ..	47	2,953	582,915	40	48	2,731	274,638	60	53	3,299	278,262	40
Nikolaestad ..	149	8,441	1,980,828	14	67	8,543	2,167,580	13	74	4,713	2,628,554	95
Kaskö ..	54	1,700	176,840	00	42	975	53,593	50	38	1,335	38,548	00
Kristinestad ..	134	11,134	2,266,997	45	130	10,665	1,470,373	98	133	12,201	1,812,226	44
Bjorneborg ..	134	15,764	2,294,869	25	105	12,610	1,514,203	90	156	22,681	2,403,389	10
Raumo ..	126	8,075	643,164	21	100	6,662	659,836	84	88	6,371	635,851	30
Nystad ..	123	13,066	561,826	22	98	9,133	531,933	55	126	10,396	721,207	67
Nadendal ..	4	77	2,400	00	1	11						
Abo ..	149	10,247	8,752,496	16	145	10,838	7,274,833	17	149	11,843	9,405,191	92
Maricham ..	67	2,968	30,109	60	52	5,089	57,880	23	64	5,591	267,086	95
Eckero ..	37	2,657	101,969	46	44	1,232	10,919	7	88	3,867	60,512	80
Segerby ..	194	8,213	257,294	5	171	7,834	394,093	16	158	7,735	597,588	00
Ekenäs ..	37	1,527	437,770	50	79	1,488	345,844	10	91	2,367	370,152	78
Helsingfors ..	125	39,164	12,560,054	18	443	26,790	11,965,684	13	413	27,478	16,479,939	63
Borga ..	89	4,455	3,254,956	73	66	3,569	2,431,027	1	88	4,949	2,338,402	58
Lovisa ..	60	2,631	878,542	76	102	2,805	724,055	28	104	2,137	645,591	31
Frederickschaum ..	147	9,826	1,032,375	00	69	5,104	1,097,304	40	160	11,088	1,236,898	38
Wiborg ..	766	55,198	11,333,206	47	638	50,427	11,114,148	69	1,019	80,990	14,805,631	64
Kuopio ..	31	1,468	852,300	90	34	1,372	600,401	60	16	576	879,999	85
Ivensun ..	18	1,133	358,393	86	19	974	894,558	90	17	944	863,727	42
Total ..	3,424	233,324	61,502,773	29	2,801	192,141	55,049,509	21	3,427	256,582	62,317,552	60
			=£2,460,110.				=£2,201,980.				=£2,492,702.	

RETURN showing the Number and Lastage of all Vessels departed from the various Ports of Finland during the Years 1863, 1864, and 1865, and the Value of Cargoes Exported.

Ports.	Departed in 1863.		Value of Cargoes in Finnish Marks.		Departed in 1864.		Value of Cargoes in Finnish Marks.		Departed in 1865.		Value of Cargoes in Finnish Marks.	
	Vessels.	Lasts.			Vessels.	Lasts.			Vessels.	Lasts.		
Tornea ..	33	2,396	479,661	49	26	1,792	403,136	48	24	2,216	500,430	24
Uleaborg ..	209	16,901	2,531,387	68	150	12,787	1,932,599	70	185	17,974	2,481,653	73
Brahestad ..	103	7,231	842,259	54	98	6,833	489,860	6	98	6,707	502,341	35
Gamla Karleby ..	64	5,424	816,769	73	44	4,402	827,965	36	46	4,409	532,205	31
Jacobstad ..	106	8,222	847,936	40	79	6,129	452,518	45	87	7,508	719,736	87
Ny Karleby ..	64	3,399	726,915	24	45	2,594	681,495	54	60	3,700	464,072	56
Nikolaestad..	160	9,815	780,489	12	71	4,086	701,428	2	82	5,567	721,372	45
Kaskö ..	79	3,108	326,011	20	51	1,499	298,406	00	57	2,449	238,199	00
Kristinesiad ..	176	13,969	1,259,691	00	145	12,052	1,412,599	21	169	13,606	1,135,490	9
Bjorneborg ..	139	17,248	1,772,402	30	98	12,907	1,634,215	76	161	24,213	2,759,554	66
Raumo ..	119	8,020	334,463	35	104	6,894	282,144	34	94	7,123	215,004	25
Nystad ..	140	13,410	474,889	96	114	10,714	254,397	10	140	11,556	323,749	93
Nadendal ..	2	37	35,232	00	7	467	29,848	00	6	89	75,654	40
Abo ..	227	11,636	3,229,066	64	212	12,035	3,072,935	70	540	10,900	2,872,980	27
Eckero ..	78	4,128	62,843	40	57	3,127	52,684	60	95	3,853	96,890	60
Marichaum ..	33	2,976	29,778	00	59	5,642	44,282	00	63	4,974	35,370	93
Segerby ..	155	5,768	701,921	15	148	5,751	609,513	8	138	5,879	563,883	20
Ekenäs ..	287	2,728	969,677	40	293	12,052	1,004,231	80	308	8,950	1,192,934	90
Helsingfors..	701	34,348	2,698,638	80	691	27,026	3,828,826	80	660	26,876	3,520,665	30
Borga ..	75	4,133	500,981	92	59	3,599	200,608	8	65	4,133	293,720	20
Lovisa ..	48	2,508	397,215	40	62	1,818	328,469	21	78	1,788	306,189	93
Frederickschaum ..	124	8,767	1,099,273	20	52	4,276	764,990	60	124	10,506	1,430,212	68
Wiborg ..	651	51,205	7,433,676	65	527	47,590	7,363,746	61	813	75,003	10,348,995	00
Kuopio ..	11	407	543,098	82	10	364	539,698	13	3	122	514,104	35
Ivensun ..	1	79	37,654	80	1	84	88,784	48	1	39	284,221	40
Total ..	3,785	237,363	28,641,885	19	3,203	206,490	27,293,435	11	4,097	259,640	32,198,133	71
			=£1,145,675.				=£1,091,737.				=£1,287,925.	

RETURN of Imports at the Port of Bjorneborg during 1865.

Articles.	From Great Britain.	From Rio.	From Russia.	From Portugal.	From Sweden.	From Germany,	From France.	From Denmark.	From Belgium.	From Italy.	From Holland.	Value in Finnish Marks.	Value in British Sterling.
Shipbuilding Materials, Iron, &c.	Fin. Marks. 109,421 58	Fin. Marks. 260,220 12	Fin. Marks. 576,062 35	Fin. Marks. 3,680	Fin. Marks. 293,805 92	Fin. Marks. 1,037,994 62	Fin. Marks. 19,613 20	Fin. Marks. 4,160	Fin. Marks. 3,823	Fin. Marks. 59,956 80	Fin. Marks. 34,651 31	109,421 58	£ 3,617 4 10
Coffee	...	...	...	...	...	...	...	...	...	...	...	260,220 12	8,602 6 8
Corn, Hemp, Corn, Leather	...	...	...	...	...	...	...	...	...	...	...	576,062 35	19,043 10 8
Salt	...	...	...	...	...	...	...	...	...	...	...	3,680 00	121 13 7
Herrings, Colours, &c.	...	...	...	...	...	...	...	...	...	...	...	293,805 92	9,712 8 7
Colonial Goods, &c.	...	...	...	...	...	...	...	...	...	...	...	1,037,994 62	34,313 17 4
Salt and Wine	...	...	...	...	...	...	...	...	...	...	...	19,613 20	648 7 5
Colonial Goods, &c.	...	...	...	...	...	...	...	...	...	...	...	4,160 00	137 10 5
Colonial Goods, &c.	...	...	...	...	...	...	...	...	...	...	...	3,823 00	126 7 7
Colonial Goods, &c.	...	...	...	...	...	...	...	...	...	...	...	59,956 80	1,982 0 10
Colonial Goods, &c.	...	...	...	...	...	...	...	...	...	...	...	34,651 31	1,145 9 11
Colonial Produce	...	...	...	...	...	...	...	...	...	...	...	34,651 31	1,145 9 11
Total	109,421 58	260,220 12	576,062 35	3,680	293,805 92	1,037,994 62	19,613 20	4,160	3,823	59,956 80	34,651 31	2,403,389 00	79,450 17 6

RETURN of Imports at the Port of Uleaborg during 1865.

Articles.	From Great Britain.	From France.	From Russia.	From Denmark.	From Germany.	Total Value in Roubles.	Total Value in British Sterling.
Manufactured Iron	Roubles. 17,500	Roubles. ..	Roubles. 150,000	Roubles. 25,000	Roubles. 25,000	17,500	£ 2,500
Grain	..	..	..	..	..	200,000	29,000
Coffee and Sugar	..	..	..	..	..	137,500	19,640
Spirit and Wines	..	..	..	..	..	10,700	1,530
Sundries	..	..	..	..	..	45,000	6,430
Total	17,500	..	150,000	25,000	187,200	410,700	59,100

RETURN of Exports from the Port of Helsingfors during the Year 1865.

Articles.	To Great Britain.	To Russia.	To Sweden, Germany, France, Holland, &c.	Total Value in Finnish Marks.	Total Value in British Sterling.
	Finnish Marks.	Finnish Marks.	Finnish Marks.		£
Deals, Planks, &c...	177,434	..	360,851 00	538,285 00	21,531
Tar ..	8,632	2,560 00	7,720 00	18,912 00	756
Iron and Steel ..	..	209,420 00	..	209,420 00	8,377
Grain ..	..	4,396 00	45,208 00	49,604 00	1,985
Butter ..	1,200	156,990 00	181,005 00	339,195 00	13,567
Fire-wood ..	368	4,012 00	661 60	5,041 60	202
Paper ..	..	350,448 50	..	350,448 50	14,018
Sundries ..	17,680	1,873,566 90	118,512 90	2,009,759 80	80,390
Total ..	205,314	2,601,393 40	713,958 50	3,520,665 90	140,826

RETURN of Exports from the Port of Abo in 1865.

Articles.	To Great Britain.	To Prussia.	To Norway.	To Germany.	To Denmark.	To Holland.	To Portugal.	To Italy.	Value in Fin. Marks.	Value in Bri- tish Sterling.
	Fin. Marks.	Fin. Marks.	Fin. Marks.	Fin. Marks.	Fin. Marks.	Fin. Marks.	Fin. Marks.	Fin. Marks.		£ s. d.
Oats, Deals, and Spars ..	202,873 90	..	..	..	..	..	..	..	202,873 90	6,762 9 4
Fish, Hay, Glass, Iron, Soap.	..	1,448,516 86	..	..	..	..	..	..	1,448,516 86	48,283 17 11
Potash, Cattle, Rye, Flour ..	..	..	691,266 60	..	..	..	..	..	691,266 60	23,042 4 4
Deals, Boards, Square timber	..	..	..	240,424 11	68,832 80	23,000	115,566	46,500	494,322 91	16,077 8 7
Total ..	202,873 90	1,448,516 86	661,266 60	240,424 11	68,832 80	23,000	115,566	46,500	2,836,980 27	94,566 0 2

RETURN of Exports from the Port of Bjorneborg in 1865.

Articles.	To Great Britain.	To Russia.	To Spain and Mediterranean.	To Sweden Germany and Denmark.	To France and Belgium.	To Rio Janeiro.	Value in Finnish Marks.	Value in British Sterling.
Deals, Boards, and Tar ..	Finnish Marks. 848,257 60	..	Finnish Marks. 890,982 50	Finnish Marks. 310,373 85	Finnish Marks. 436,546 43	Finnish Marks. 13,201 24	2,499,361 62	£ 82,623 10 8
Iron, Butter, Glass, Tar, Wood, Horn, Fish ..	..	260,192 74	..	..	..	..	260,192 74	8,601 8 3
Total ..	848,257 60	260,192 74	890,982 50	310,373 85	436,546 43	13,201 24	2,759,554 36	91,224 18 11

RETURN of Exports from the Port of Uleaborg in 1865.

Articles.	To Great Britain.	To France.	To Russia.	To Denmark.	To Germany.	Total Value in Roubles.	Total Value in British Sterling.
Deals and Boards ..	Roubles. 312,000	Roubles. 7,500	Roubles. 6,000	Roubles. 11,400	Roubles. 9,000	328,500	£ 47,000
Tar and Pitch ..	153,000	37,500	..	..	18,600	226,500	32,357
Timber ..	38,500	..	7,500	..	..	38,500	5,500
Butter and Sundries ..	..	..	..	..	7,500	15,000	2,140
Total ..	503,500	45,000	13,500	11,400	85,100	608,500	86,997

The official Returns, issued by the Imperial custom-house, give the following figures of the profit and loss of the exports and imports of the Grand Duchy during the past 10 years. I give these figures as they are officially published, but at the same time remark that the deficit of 41,403,558 Finnish marks which they show, cannot possibly be accurate. Doubtless the several successive years in which the harvest in the north of Finland almost completely failed, made a most severe impression on the financial balance ; but a deficit to the extent shown by the custom-house authorities is much more than the country could support :—

Year.	Profit.	Loss.
	Fin. Marks.	Fin. Marks.
1856.. ..	..	9,432,311 32
1857.. ..	..	11,683,866 8
1858.. ..	..	5,481,126 88
1859.. ..	..	1,408,181 88
1860.. ..	148,905 20	..
1861.. ..	..	173,451 36
1862.. ..	..	12,308,099 92
1863.. ..	..	2,912,922 5
1864.. ..	3,387,496	..
1865.. ..	..	1,540,000 28
		44,939,959 77
		3,586,401 24
	Total loss..	41,403,558 53
		=£1,649,742

III.—AGRICULTURE.

As already stated in another part of this Report, I again remark that the severe and unpropitious climate of Finland proves the greatest impediment to the progress of all agricultural pursuits, and it is my unpleasant duty to report that, for a series of years, there has not only been a partial, but frequently a total failure of the crops in the northern provinces ; and notwithstanding the large sums which are annually spent by Government in endeavouring to dry the extensive morasses in those districts, it is sadly to be feared that Finland will not be able to produce a sufficiency of grain for its own requirements.

The Administration, however, appears determined, through science, to do its utmost to cope with this natural impediment to cultivation, and in order to carry out its projects has erected and endowed the following agricultural schools throughout the country :—

1	In the Government of Wiborg.
1	„ „ „ St. Michael.
2	„ „ „ Kurpio.
3	„ „ „ Uleaborg.
2	„ „ „ Wasa.
1	„ „ „ Nyland.

Besides these schools, and by far the largest agricultural institution in the country, is that of Mustiala, in the Government of Wasa.

The course of instruction in that institution is conducted in two departments or classes. In the first of these the student is taught practical farming, veterinary surgery, cattle breeding, &c., &c., and moreover, he must practically assist in the building of houses, and in the construction of all implements necessary for agricultural purposes. To this department 40 students are admitted: that is to say, 30 from the

Governments of Nyland, Abo, and Tavastehus, and 10 selected from the above-mentioned schools. In this department, students receive instruction, as well as board and lodging, free of any charge.

In the second, or theoretical department, the students are taught geometry, stereometry, planimetry, mineralogy, and zoology. To this department 24 students are admitted, who have to pay an annual fee of 25*l.* each.

As a proof of the energy with which the Government has lately turned its attention to the agricultural interests of the country, I may mention that, in the budget for the year 1853, the sum required for the agricultural institutions of the country was 5,428 roubles, and in 1860 it had increased to 36,610 roubles.

IV.—POPULATION AND INDUSTRY.

The last census gave the population of Finland at 1,724,193, of whom 1,688,131 are Lutherans, and the remainder members of the Greek Church.

It is gratifying to see the spirit of enterprise which has of late years been developed in the erection and establishment of manufactories of various descriptions throughout the country, and it will be seen from the annexed figures that between the years 1855 and 1860 the number of hands employed in the various factories were nearly doubled, and the value of the produce nearly three fold.

NUMBER of Manufactories in the Grand Duchy of Finland.

Year.	Hands.	Value of Produce.
		Roubles.
1855.. ..	171	1,174,970
1856.. ..	190	1,327,971
1857.. ..	200	1,867,835
1858.. ..	201	2,004,322
1859.. ..	226	2,113,134
1860.. ..	218	2,516,528

The annexed Table will show the number of the manufactories at work in Finland in 1861, the number of the hands employed, and the value of the produce :—

V. PUBLIC WORKS.

The only railway as yet constructed in the Grand Duchy of Finland is that between Helsingfors and Tavastehus, the latter town lying about 60 miles to the north of the capital.

It is contemplated to carry a branch from the station of Rühimäki, on the Helsingfors line, in the direction of the southern tributary of the Paijäne, to Lahtis, at which place the projected eastern line from St. Petersburg and Wiborg would form a junction with it. A line has also been projected from Tavastehus, through Kalvola, Akkas, and Lem-pälä, to Tammerfors, and from thence a branch line down to Abo.

The following is the estimated cost of construction :—

	Versts.	Roubles.
Rühimäki to Lahtis	57	1,500,000
Lahtis to Wiborg	171 $\frac{1}{2}$	5,000,000
Wiborg to St. Petersburg ..	120	3,600,000
Branch from the line Lahtis— Wiborg to Saimin	} 22	1,000,000
		11,100,000

To meet this heavy expenditure, and carry out this, for the country, most important enterprise, the Government has declared that it cannot at present contribute more than 100,000 roubles annually, which sum, however, it would proportionally increase as the royal forests through which the railway travelled produced a greater revenue. These terms, however, no contractor could entertain; and the whole undertaking is at present dormant, and will in all probability remain so until some more liberal proposals are made by the Imperial Government.

Helsingfors, October 31st, 1866

RETURN of Ore found in Finland, between the Years 1855 and 1860.

Year.	Copper Ore.	Tin Ore.	Iron Ore.	Bog Ore.
	Tons.	Tons.	Tons.	Tons.
1855..	11,219	14	5,288	37,239
1856..	12,509	..	5,180	39,428
1857..	12,021	..	6,187	38,965
1858..	14,053	20	7,730	41,600
1859..	5,267	18	5,607	37,118
1860..	12,378	790	5,677	47,841

METALS won from above Ore.

Year.	Copper Blocks.	Tin Blocks.	Malleable Iron.	Cast-iron.	Nails, &c.
	Tons.	Cwts.	Tons.	Tons.	Tons.
1855..	179	16	4,617	12,674	450
1856..	186	..	4,085	10,015	540
1857..	157	..	4,395	14,397	713
1858..	163	16	4,256	15,084	587
1859..	113	17	7,273	13,563	548
1860..	251	Tons. 11	9,158	17,057	673

In order to manufacture the aforesaid metals, the following foreign material was necessary :—

11,540 Tons of Pig-Iron.
19,518 " Iron Ore.
5,621 " Coal.

The value of the produce of the mines of Finland, after deducting the value of the foreign material employed in the manufacture of the metal would be as follows :—

			Roubles.
In 1855	..	..	771,108
1856	..	..	660,983
1857	..	..	776,816
1858	..	..	822,878
1859	..	..	850,511
1860	..	..	1,183,147
			5,065,443
			= £723,634

It will, therefore, be admitted that, considering the small resources of Finland, the development which has taken place in the manufacture of iron within the last few years is by no means inconsiderable, and the following reasons may be adduced as the cause thereof :—

1st. A more general use of the bog-ore, which is found so plentifully throughout the country.

2nd. The permission granted, in 1859, to import cast-iron into Finland at a low rate of duty.

3rd. The permission granted to Finland, on the 31st January, 1859, to export annually into Russia, free of duty, 8,000,000 lbs. of manufactured iron produced by native mines; and further to export into the Russian Baltic provinces, free of duty, 30,000 pud, or 1,200,000 lbs., of iron plates and steel, as well as 800,000 lbs. of nails, if the produce of Finnish mines.

Description.	No.	Hands.	Value of Produce.
			Roubles.
Cotton Manufactories ..	6	2,309	676,485
Linen ..	2	269	110,000
Glass ..	13	377	86,335
Fire Engine ..	1	13	1,075
Iron ..	18	884	311,319
Tanning ..	15	62	49,231
Porcelain ..	14	119	33,627
Cloth ..	8	221	104,063
Furniture ..	9	83	17,741
Oil ..	6	18	12,667
Paper ..	8	332	159,019
Ship-building ..	8	139	28,200
Sugar Refineries ..	2	93	272,641
Tobacco and Cigars ..	23	485	281,523
Agricultural Implements	2	13	3,701
Woollen Articles ..	4	115	13,063
Carriage Manufactories ..	5	73	15,638
Sail-Cloth ..	1	37	5,400
Candle and Soap ..	3	91	143,500
Gas Works ..	1	5	723
Karden ..	12	46	3,639
Pipe Manufactories ..	5	18	2,484
Looking-glass ..	3	13	3,415
Beer Breweries ..	38	350	233,934
Matches ..	8	426	95,646
Bricks ..	5	49	10,900
Sundry ..	7	514	268,832
Total ..	218	7,149	2,944,851 =£420,693

Mining.—This branch of the industry of the country has received a fresh impulse during the last few years, in consequence of a decree issued by the Emperor, on the 25th of May, 1857, wherein he extended the right of possessing and working various mines, more particularly those containing the so-called bog-ore, which is so very plentiful in Finland.

In the year 1856 researches were made in the government of Wiborg; in the same year researches were made in the slate layers in the governments of Tavastehus and Abo, and in the mines of Tusimaki and Rentamaa, which were discovered in 1855.

In 1857 searches were made for bog-ore in the rivers Kemi and Ounasjoki, as also in the lakes of Hyrynsalmi and their tributaries, the result of which last-mentioned investigations was the immediate erection of very large ironworks in the district of Suomussalmi.

In 1858, 1859, and 1860, similar researches were prosecuted with satisfactory results.

Annexed is a statement of the ore found in the various mines of Finland between the years 1855 and 1860, and the quantity and value of the metal won therefrom.

SPAIN.

BALEARIC ISLANDS.

Report by Mr. Consul J. R. Graham on the Trade of the Balearic Islands for the Year 1865.

THE Consular district of the Balearic Islands comprises the islands of Majorca, Minorca, Iviza, Formentera, and various other smaller islands. The total area is 465 square miles, with a population of 269,818 souls, and is considered to be a province of the third class by the Spanish Government.

The islands are well lighted, and possess a number of ports, of which I shall give as detailed a description as possible.

The Island of Majorca possesses twelve lighthouses, of which the following is a list, viz. :—

Port of Palma ..	..	..	Light of the 6th order.
Portopi ..	..	..	6th "
Cape Caláfiguera ..	..	..	5th "
Dragonera Island ..	..	..	3rd "
Grossa de Söller Point ..	..	..	4th "
Söller Cross Point ..	..	..	6th "
Cape Formentor ..	..	..	2nd "
Ancanarla Island ..	..	..	6th "
Cape Pera ..	..	..	3rd "
Port Columbres ..	..	..	6th "
Cape Salvias ..	..	..	6th "
Cape Blanco ..	..	..	6th "

There are five lighthouses on the Island of Minorca, as follows :—

Port of Mahon ..	..	..	Light of the 6th order.
Cape Caballería ..	..	..	2nd "
Port of Cindadela ..	..	..	6th "
Cape Dartux ..	..	..	4th "
Island of Aire..	..	..	2nd "

Six lighthouses light the coasts of Iviza, viz. ;—

Botafoch Island ..	..	..	Light of the 6th order.
Ahorcados Island ..	..	..	4th "
Pon Island ..	..	..	4th "
Formentera Island ..	..	..	2nd "
Conejera Island ..	..	..	2nd "
Point Grossa ..	..	..	3rd "

The principal ports of the Island of Majorca are Palma, Portopi, Puerto Petro, Puerto Colon, Alcudra, Pollenza, Söller, and Andraitx.

Palma is without doubt the most important port of these islands, in a commercial point of view ; but my intention being, in this part of my Report, to give as good an account of the harbours themselves as I can, I shall leave the subject of its commercial importance, together with all data I can collect on the subject, to a later part of my Report.

The bay of Palma is protected from strong N.W. gales by the bold and elevated range of hills forming the most western part of the island, and terminating in Cape Figuera. Cape Flanco, a high bluff headland, forms the eastern limit of the bay, and bears S. 64° E. from Cape Figuera, distant 13½ miles. The bay is 8½ miles deep, and extends in a

semicircle towards the N.N.E. The city of Palma is situated at the northern angle of this bay. Notwithstanding that this large bay is quite open to all winds from S.W. to S.S.E., vessels with good ground tackle, and properly anchored, do not run much danger from those gales, particularly if they anchor in the western part of the bay. The water is not deep—about thirty fathoms at the mouth of the bay, and from four to five fathoms close to the breakwater forming the port. Vessels of average size can come inside this breakwater, which extends in a westerly direction from the shore, and provides shelter in westerly gales. A steam dredge is now at work cleaning the harbour, and there is no doubt that by extending the mole a very efficient port might be constructed. It is supposed here that the opening of the Suez Canal will considerably increase the trade of this place, as the islands lay conveniently on the track of vessels bound to Alexandria. However, I do not think much is being done to this port at present, and certainly no attempt is being made to prolong the breakwater.

The harbour of Puerto Pi, situated in Palma Bay, was formerly of considerable dimensions, and was renowned for its secure anchorage and shipbuilding yards. It is now, however, filled up with sand and mud, and boats only can enter it. It is stated that as many as three hundred galleys used to find anchorage in its landlocked waters, and that the monarch of the day possessed a privilege of closing the entrance by drawing a chain across. I must add, however, that there is now a project on foot to clean out this fine port, so soon as the steam dredging machine shall have accomplished her work in Palma Harbour.

The entrance to Puerto Petra is open to the south, and is two cables' lengths in breadth, with six fathoms of water. It extends to some distance towards the north. Large vessels can anchor in a creek on the eastern side of the harbour, in from five to six fathoms of water; but it is a dangerous port in bad weather, owing to the narrow entrance, and the fact of its being exposed to southerly and south-easterly gales. There is little or no trade at this port, and this remark is applicable to all the ports of the island, with the exception of that of Palma.

The port of Colon is seventy fathoms in width at the entrance, and has a considerable depth, which, however, soon decreases, so that all large vessels must anchor at the mouth of the harbour, where there is a good deal of sea in south-west, south, and south-easterly winds. This port formerly sheltered large vessels, but it is now fast filling up with sand and alluvial deposits.

Good anchorage can be found in Alcudia Bay to the south of Torre Major Point, in from six to eight fathoms water, at three or four cables' lengths from the beach. The town of Alcudia, with a population of 1,563 inhabitants, from whom provisions can be obtained, is situated on an inner bay, which can only be entered by very small vessels. Vessels can also anchor in from four to five fathoms close to the shore, the water increasing rapidly to ten, fifteen, twenty, twenty-five, and thirty fathoms. There are no rocks or shoals in the bay, which is much used as a harbour of refuge in north-westerly and northerly gales.

Pollenza Bay is exposed to heavy squalls of wind from N.W. and N., which blow down from the surrounding hills. North-easterly winds also blow hard in this bay, raising a considerable sea. There is anchorage in six or eight fathoms, however, for a few large vessels to the west of the point on which Pollenza Castle is situated; but if more than a few were to enter this bay in bad weather, the majority would be exposed to E.N.E. winds, which blow with considerable violence, and which, as I have before observed, raise a heavy sea.

If the entrance of the port of Soller opened in another direction, it

would be a very good harbour, but unfortunately it opens towards the N.W. and N.; and although there is plenty of water, such a heavy sea sets in when those winds blow with any strength, as to place all vessels in great danger. In fact the port is only fit to be used for a few days in summer by a vessel requiring to repair damages, and possessing herself the means of effecting those repairs, as no resources of any kind are to be found at Soller.

Andraitx is a harbour capable of containing a few large vessels and a considerable number of small ones, which latter anchor in from three and a-half to two and a-half fathoms of water. The entrance to the harbour is three cables' lengths in breadth. A great deal of sea sets in with westerly or south-westerly winds.

The principal ports of the Island of Minorca are Mahon, Fornells, and Cindadela.

The splendid port of Mahon is so well known that it appears almost superfluous for me to attempt any description of it, therefore it will suffice to say that it is capable of affording shelter to an unlimited number of vessels of any size, particularly on the southern side, in which direction vessels can anchor close to the shore. The Spanish Government are erecting very extensive fortifications on the north side of the entrance of the harbour, on the point called "La Mola," in front of the old castle of San Felipe. The works cover a great deal of ground, and consist of bomb-proof and covered batteries, earthworks, &c. From 200 to 300 guns can be mounted in the batteries, and the workmanship is of first-rate quality. Owing to want of funds, however, the works have long been suspended, and there is no probability of their being continued at present. The guns now in the fortress are mostly old-fashioned smooth-bore pieces of small calibre. When finished, it will be able to contain a large garrison.

The port of Fornells is particularly well situated for a harbour of refuge, being sheltered from all winds. The entrance is narrow, but there are from seventeen to twenty fathoms of water in it, and no shoals or reefs of any kind. Large vessels generally anchor in from eight to twelve fathoms, off the Castle and Tower. Smaller vessels anchor more to the southward, in five or six fathoms.

Cindadela is a small and bad harbour.

There is little or no trade carried on in the island of Minorca. I annex at the end of this Report a statement of the imports at Minorca for the year 1865; the exports I am informed were *nil*.

The island of Majorca is 53 miles in length, from Cape Formentor to Cape Salinas, and is 43 miles in breadth. Its population consists of 209,064 souls, of which about 52,000 reside in the city of Palma. Out of this number of 209,064 souls, 26,181 can read and write; 3,788 can only read. There are 765 ecclesiastics on the island, and 417 religious instructors of both sexes. The island can furnish 2,170 matriculated or classed seamen to the navy; and supplies the army with 2,487 men on an average, and, of course, according to the demand. The number of seamen employed in the merchant service amounts to 1,397 men.

Palma, according to the latest statistics, possessed 646 vessels, measuring together 35,283 tons, 61 fishing boats, and 148 barges. Of the 646 vessels, 114 are foreign-going ships, carrying on trade with America. The value of these ships is about 551,368*l.*, and that of their cargoes is estimated at 753,894*l.*, so that the port of Palma has a capital afloat of 1,305,262*l.* sterling.

There are 71 different manufactories in the town which serve to supply the shipping. These establishments produce sweetmeats, preserved meats and liqueurs, soft and hard soap, brandy, almond oil, &c.;

besides ropes, sails, barrels, and every other requisite for fitting out a ship. There are also considerable quantities of carpets and light woollen and linen cloths made on the island, principally at Palma and Soller.

A considerable quantity of boots and shoes are made at Palma; indeed these articles may be considered to be the chief trade of the island. The exportation of these articles to Havannah amounts to between 40,000*l.* and 50,000*l.* a-year.

The other articles of exportation to the West Indies are olive oil, sweet almond oil, hard soap, red wine, almonds, olives, preserved fruits, liqueurs, brandy, &c. As before mentioned, about 114 ships are employed in this trade. Their return cargoes consist of sugar, coffee, cocoa, cotton from the United States, &c. Most of these articles are re-exported, principally to Spain, Marseilles, Genoa, or Trieste.

Besides this foreign trade, a considerable export commerce is carried on with the ports of Spain, France, Italy, and Algiers, in oranges, red wine, almonds, and carob-beans. Rice, wheat, beans, garbangers, pottery, oil for the factories, hardware, cloths of every description, &c., are imported.

The trade with Great Britain is very small, the only articles imported being coals, in no great quantities, and a few anchors and chains. The trade with other European nations is also very small, it being rare to see a foreign vessel in the port. Some timber (planks, beams, &c.) is imported from Sweden. The exports in 1865 amounted to 1,100,000*l.*, and the imports to 1,000,000*l.* sterling.

Palma is the head-quarters of the province or district of the Balearic Islands. Here reside the principal civil, military, naval, and ecclesiastical authorities. The garrison is very small at present, not exceeding 600 or 700 men; and is composed of one battalion and two companies of infantry, a section of artillery, and a few cavalrymen. The navy is represented by a small screw gunboat. The fortifications which surround the city are strong, and are still in a good state of preservation.

The roads on the island are quite equal to most in Spain. The principal are the road from Palma to Alcudia, which is 52 kilometres, or about 32 miles, in length; that from Palma to Manacor, 50 kilometres, or about 30½ miles; and from Palma to Soller, 34 kilometres, or about 19½ miles.

There is steam communication with the Continent four times a-week, viz., two boats to Valencia, and two to Barcelona, and *vice versâ*.

An electric telegraph places Palma in communication with the small towns of Luca and Pollenza; and from the latter place a submarine cable is laid to Cindadela in Minorca. Another cable is laid between Palma and Iviza, and from thence to Javea Bay in the province of Alicante; but none of these submarine lines are in working order.

Shipbuilding, which was at one time, I understand, very flourishing here, has greatly diminished, there being only two or three small vessels at present on the stocks.

The taxes on this island are considerable, amounting to upwards of 16 per cent. They are divided into three heads, which, according to the latest information I have been able to obtain, yielded the following amounts in 1864:—Territorial or land tax, 6,188,418 reals, or about 61,884*l.*; taxes on commerce and industry, 1,467,874 reals, or about 14,678*l.*; octroi, or tax upon articles of consumption, 4,236,545 reals, or about 42,365*l.* sterling; making a total of receipts, 118,927*l.*

Owing to the complicated manner in which the accounts of the expenses of the island are kept, it has not been possible for me to obtain any information regarding them; but I am in a position to state that they yearly exceed the receipts to a considerable amount.

The island of Majorca produces large quantities of fruit and grain, as will be seen by the Tables at the end of this Report. The country is generally mountainous, but there are some large plains covered with palm, almond, olive, orange, carob-bean, and other fruit-trees. The sides of the mountains are even clothed with these trees. The hills, in several instances, rise to a height of 5,000 feet above the level of the sea.

Agriculture is in a very backward state on the island, the peasants not appearing to have the most rudimentary ideas of that art.

Silk and hemp are also cultivated in small quantities. There are three coal-mines on the island, but the yield is small, and the coal very bad. It can only be used by a mixture with British coal.

There are evidently various kinds of minerals to be found here ; but according to the Report of a Commission composed of French engineers, who examined the island a few years ago, the mineral would not pay the expenses consequent upon the working of the mines.

The climate is good, the heat not being excessive, and the winters are said to be mild, the high chain of mountains screening the greater part of the island from the north winds.

An English Company is at present occupied in draining some large marshes situated on the island, and have already laid out a considerable sum of money on the works. Their object is either to sell the land thus recovered or to plant cotton. A specimen of that article, grown by the Company last year, was much admired at Marseilles, and fetched no less than 80 dollars a quintal.

The island of Minorca is 27 miles in length, and $10\frac{1}{2}$ in breadth ; and possesses a population of 37,262 souls, of whom 8,024 can read and write, and 1,627 can only read. It contains 168 ecclesiastics, gives, 1,514 men to the army, and 537 men to the navy. The mercantile marine numbers 529 officers and men, 68 vessels, measuring together 3,060 tons, and 164 fishing boats. The trade of this island has constantly decreased for the last forty years, and to such a pitch has the stagnation of commerce arrived that a considerable emigration has taken place for Algeria. At one time, in order to enable the inhabitants to live, and to put some funds in circulation, the Spanish Government was obliged to quarter a couple of regiments in Port Mahon, but there is only one there at present.

The fact of the island being situated at the entrance of the Gulf of Lyons, and there being no high mountains, as in Majorca, to give shelter against the north winds, which often blow with great violence, causes the climate of Minorca to be excessively variable, but, as a rule, it is hot in summer.

The ground is arid, and there is very little depth of vegetable earth, notwithstanding which, however, a good deal of wheat, corn, wine, potatoes, hemp, linseed, vegetables, honey, and cheese is raised, the whole of which products are exceedingly good in quality. There are scarcely any trees on the island, but plenty of cattle are raised. There is also much fish and game.

The only road on the island is that from Mahon to Cindadela ; it is forty-seven kilometres or about twenty-seven miles in length ; it was begun in 1713, and eventually finished in a short time by the active measures adopted by the English Brigadier O'Kane, to whose memory the inhabitants erected a simple monument as a token of their gratitude.

There is no trade worthy of mention at Iviza, which is the smallest of the three principal islands, being only twenty-two miles in length and nine in breadth. The inhabitants number 23,492 souls, of whom 1,300 can read and write ; 209 can only read. It gives 1,117 men to the army, and 421 to the navy, besides 419 to the mercantile marine. There are

no roads upon the island, but one is being made from the town of Iviza to San Antonio Abad, sixteen kilometres, or about ten miles in length. Iviza produces nearly the same articles as Majorca, but in very small quantities; there are also salt works on the island.

The island of Formentera, situated to the south of Iviza, is nine miles in length and about six in breadth. The principal hamlet is that of San Francisco Javier, and there are 1,684 souls on the island.

Average Yearly Productions.

Wheat.. ..	Qrs.	704,700	Glasses.. ..	Cwts.	9,204
Barley	"	385,800	Almonds	"	55,965
Oats	"	270,150	Dried Figs	"	30,238
Indian Corn	"	11,250	Carob Beans	"	48,775
Garbanos	"	3,240	Hemp.. ..	"	3,678
White Beans	"	49,350	Silk	"	14
Beans	"	169,950	Oil	Imp. gallons	64,008
Lentils.. ..	"	350	Wine	"	63,297
Potatoes	Cwts.	24,841	Brandy	"	2,604
Olives	"	1,272	Oranges	thousand	31,920,000

Average Number of Animals raised on the Island.

Cattle	..	3,269	Sheep	..	52,900
Horses	..	1,616	Goats	..	8,268
Mules	..	13,262	Pigs	..	30,000
Asses	..	8,076			

Principal Articles Imported into the Island of Majorca during 1865.

PALMA.

From America :—

Brandy	litres	74,589
Common Sugar	kg.	2,357,401
Cocoa	"	51,526
Coffee	"	23,536
Wax	"	8,526
Dried Hides	"	236,963
Fresh, do.	"	20,562
Honey	"	33,994
Bark	"	16,800
Fine wood.. (cubic feet)	"	7,577
Husks of Wheat	kg.	556,036

From the Continent :—

Linseed Oil	kg.	13,565
Brandy	litres	46,792
Coal	kg.	5,091,243
Dried Hides	"	217,598
Sheep	heads	10,763
Cattle	"	952
Vegetables	kg.	134,807
Green Food	"	488,425
Planks .. (cubic cords)	"	1,984
Patent leather	kg.	3,224
Pottery	"	257,554

Exportation.—PALMA.—1865.

To America :—

Olive Oil	litres	579,073
Almond do.	"	27,586
Common Brandy	"	539,306
Almonds	kg.	239,984
Rice	"	909,474
Shoes	pairs	27,491
Preserved Fruits	kg.	41,955
Flour	"	287,870
Hard Soap.. ..	"	1,835,711
Liqueurs	litres	48,682
Paste for Soup	kg.	26,212
Cheese	"	10,574
Red Wine	litres	2,198,929

To the Continent :—

Olive Oil	litres	10,256
Common Brandy	"	26,185
White do.	"	49,037
Almonds	kg.	82,684
Carob Beans	"	98,400
Sugar	"	126,464
Preserved Fruits	"	19,570
Lucifer Matches	gross	15,433
Raisins	kg.	4,950
Hard Soap	"	12,358
Honey	"	10,735
Red Wine.. ..	litres	338,563

Exportation from SOLLER to the Continent.

Common Oil.. ..	litres	10,046	Dried Figs	..	11,409
Oranges	..	13,495,000,000	Red Wine	..	5,813

Coasting Trade.—PALMA.

Importation :—			Exportation :—		
Olive Oil ..	..	kg. 1,131,585	Sugar ..	..	kg. 2,159,860
Hemp ..	..	" 68,043	Almond Oil ..	..	litres 44,575
Rope ..	..	" 57,982	Olive do. ..	..	kg. 345,722
Pottery ..	..	" 1,116,162	Carob Beans ..	..	" 975,178
Esparto ..	..	" 313,686	Pottery ..	..	" 387,785
Pepper ..	..	" 66,374	Rope ..	..	" 303,387
Rice ..	..	" 2,897,586	Charcoal ..	..	" 465,805
Corn ..	..	" 542,219	Tripe ..	..	" 38,564
Wheat ..	..	" 3,841,300	Almonds ..	..	" 490,541
Flour ..	..	" 1,275,540	Pigs ..	..	heads 7,020
Potatoes ..	..	" 426,831	Hard Soap ..	..	kg. 1,112,251
Hard Soap ..	..	" 1,901,500	Wool ..	..	" 64,978
Vegetables ..	..	" 1,656,906	Wood ..	..	" 835,869
Red Wine ..	..	litres 1,842,870	Vegetables ..	..	" 313,908
			Woollen Blankets ..	..	" 34,761
			Cheese ..	..	kg. 23,390
			Husks of Wheat ..	..	" 318,387
			Soles of Boots ..	..	" 104,709
			Rags ..	..	kg. 87,550
			Red Wine ..	..	litres 343,301

ALEUDIA.

Importation :—			Exportation :—		
Rice ..	..	kg. 5,244	Common Oil ..	..	kg. 9,240
Barley ..	..	" 24,334	Almonds ..	..	" 9,556
Pigs ..	..	heads 11,584	Charcoal ..	..	" 245,040
Flour ..	..	kg. 43,930	Coral ..	..	" 1,340
Red Wine ..	..	litres 33,902	Bark ..	..	" 68,080
			Pigs ..	..	heads 10,098
			Red Wine ..	..	litres 30,130

ANDRAITE.

Importation :—			Exportation :—		
Common Oil ..	..	litres 1,425,100	Charcoal ..	..	kg. 453,000
Pottery ..	..	kg. 104,900	Hard Soap ..	..	" 2,860,000
Earthenware ..	..	" 637,700	Soft do. ..	..	" 12,900
China ware ..	..	" 557,600	Cheese ..	..	" 3,900
Wheat ..	..	" 75,400	Carob beans ..	..	" 169,200
Beans ..	..	" 77,300	Palma Work ..	..	" 21,600

SOLLER.

Importation :—			Exportation :—		
Spun Cotton ..	..	kg. 20,863	Charcoal ..	..	kg. 177,238
Barley ..	..	" 84,985	Carob Bean ..	..	" 36,892
Wheat ..	..	" 758,716			
Beans ..	..	" 17,710			

POLLENSA.

Importation :—			Exportation :—		
Potatoes ..	..	kg. 4,600	Charcoal ..	..	kg. 195,700
Red Wine ..	..	litres. 4,700	Pigs ..	..	heads 700
			Copper Ore ..	..	kg. 61,200

PORTO COLON.

Importation :—			Exportation :—		
Rice ..	..	kg. 25,900	Charcoal ..	..	kg. 350,600
Beans ..	..	" 10,000	Bark ..	..	" 16,500
Potatoes ..	..	" 12,900	Ores ..	..	" 437,000
Lime-stone ..	..	" 200,100	Wheat ..	..	" 13,600
			Red Wine ..	..	litres 94,400

Palma, November 16, 1866.

COMMERCIAL REPORTS

RECEIVED AT



THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1867.

*Presented to both Houses of Parliament by Command of Her Majesty,
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1867.

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ICELAND.

Consul-General Crowe to Lord Stanley.

MY LORD,

Christiania, 22nd December, 1866.

THE intercourse with Iceland having, until within the latter few years, been restricted to a Danish monopoly, connexion with other foreign countries became rare and accidental, and consequently but little known.

Since the trade has been thrown open, frequent inquiries have been addressed to this Consulate, requesting information respecting its trade and local relations. Vice-Consul Crowe has, therefore, collected such information as has been attainable, which he has thrown into the shape of a Report, which I have herewith the honour to transmit to your lordship.

I have, &c.,
(Signed) J. R. CROWE.

Report by Vice-Consul Crowe on the Fisheries, Trade, and General Features of Iceland, for the years 1865-66.

THE coast of Iceland abounds in fish, especially of the cod tribe, and this abundance has not only from a very early time supplied the dwellers on its inhospitable shores with their chief food, but enabled them to procure those necessities and minor luxuries, without which their existence would have been painful and precarious: this abundance has also attracted the attention of foreign nations, who have, in considerable numbers, carried on an extensive and profitable fishery in these truly Arctic regions.

The first authentic record we have states, that in 1412, thirty foreign ships or craft fished off the coast. Towards the end of the 17th century, and until the year 1730, we have accounts of English and French vessels being engaged in the Whale Fishery round this island, and in the 18th century the visits of the Dutch were very frequent.

At present the French are the only foreigners who engage to any extent in the cod fishery. Some few Belgians are occasionally seen, and a few English fishermen from the Shetlands, but their number is insignificant. The fisheries of the present day are divided into three kinds, viz., the cod fishery; shark fishery; and whale fishery: I will endeavour to describe the first one as carried on by the natives.

Cod Fishery.—It appears that the large cod remain during the winter near the island, and in February and March approach the south coast to spawn; the fishermen, in Faxebay, where extensive fishings take place, affirm that the direction of the fish is from the west and south.

A glance at the map of Iceland seems to indicate that the long flat coast stretching from Vestmanns Islands to Vesterhorn, is specially adapted for a spawning ground, and so much is certain that in its vicinity, and at the Sneffeldsjokull, the earliest and best fishings commence in February and March, and it is not until towards the end of June or beginning of July, that the fishings begin further round to the north. Cod is found in great numbers in Faxebay as late as May, and in Breida Bay in June, and somewhat later along the coast to the north-west.

That the large fat cod remain near the land to the south of the island as late as the middle of May, is proved by the statements of the native, as well as French fishermen, and by the fact that all the French vessels which, towards the end of March or beginning of April, assemble at the south of the island, between Vestmanns Islands and Vesterhorn, disperse about the middle of May, and follow the fish along the west and east shores to the north, where the fishings, as far as the French are concerned, are brought to a close with the month of August.

As the principal fishings begin on the Newfoundland banks, at the Feroe Isles, the Loffodens (Norway, and in Iceland about the same time, it is quite evident that the Iceland cod is not a migratory fish, but a dweller in the vicinity of the island where it finds its food—in summer out at sea, in the other seasons near the land.

Owing to the small population, the inhabitants of Iceland, unlike those of more densely peopled countries, are not divided into a fisherman class existing exclusively by the ocean, and a peasant and an artisan class depending solely on agriculture and home occupations for support: on the contrary, wherever it is possible, the Iceland fishermen have small farms or ground plots, and are called "fishing peasants;" the effect of this is that it is only in the winter, and spring and autumn seasons that any considerable fishings can take place, because the summer months are devoted to agricultural labours; and it often happens that the coast may swarm with large cod which for want of hands cannot be captured.

The home or inland cod fishery, so far as the export is concerned, is of importance only in the south and west districts: whereas, on the north and east sides of the island, where sheep breeding is the chief occupation of the inhabitants, fishings only take place to supply the home demand: indeed, it is even possible to import the dried fish into these districts with a profit.

The winter and spring fishings give the large fat cod which is sold at the factories and trading ports, and afterwards prepared for export, while the summer fishings only produce the small cod, cole-fish, haddock, and halibut, which are salted and smoked for home consumption.

The Icelanders fish chiefly from open boats, and only exceptionally from decked ones: their boats are of various sizes, having from two to twelve oars, and are manned by as many men as oars, the foreman or leader always steering the boat; they all have projecting prows, are very easily rowed, and, as they are always dragged on land, are of a very light construction. As a rule they only carry one small lug sail.

Only the largest boats with six to twelve oars are used in the cod fishery, and in these the natives often put many miles out to sea, in the depth of winter, to fish: they are a most hardy and intrepid set of mariners and consider rowing and riding as the most necessary and chief of all manly accomplishments.

The method of capturing the fish is either by small drift nets, deep-sea or hand lines, and the ordinary long lines. Fishing by nets is only carried on in the south part of Faxebay between Skagen and Havnefjord where the nets are sunk, as the fish in these parts generally keep close to the bottom; the fish taken by the net are different from those caught on the line, being more squat and plump with smaller heads. Fishing with the drift net generally ceases about the middle of April, and is succeeded by the deep-sea or hand lines. The grounds at South Hraun on the edge of the banks in Faxebay, are considered excellent for this mode of fishing, and here the men anchor their boats in 18 to 20 fathoms water.

The hooks used are the same as the French ones, excepting in Breida Bay where the men still use the old Iceland hook which is 20 inches long and $2\frac{1}{2}$ lines broad.

Fishing with the ordinary lines is carried on when the two other methods are no longer productive, and takes place all round the island. From 1 to 4 lengths of a strong thick line, each length measuring 60 fathoms, are spliced together, and vertical or hanging lines 6 feet in length are spliced into this at a distance of from 6 to 9 feet apart, and a hook baited with snails or mussels is fastened to the end of each hanging line: the hooks used are the ordinary tinned English ones (No 5).

A boat carries from twenty to forty such lines, which are sunk to the bottom by means of stone weights, and their position is indicated by buoy ropes kept up by small floating barrels marked with the owner's name. They are placed across the entrance to the bays and rivers, or sometimes at the outside of them, and are taken up twice or thrice a day according as the weather permits. As many as eighty of these long line boats may sometimes be seen collected together, busy fishing from three to four miles off shore.

Line fishing is carried on, on a much smaller scale in Iceland than in other countries, especially in Newfoundland, where the French fish from ships of 100 to 150 tons, with crews of from 50 to 80 men, and using lines measuring 1,500 to 2,000 fathoms. The little extension given to it in Iceland does not arise from any falling off in the quantity of the fish, but from want of enterprise, and the poverty of the people which prevents them acquiring the appliances necessary for larger operations. It is in this line-fishing that collisions occur between the natives and the French fishermen, which latter, driven by the weather, the currents, and the movements of the fish, are often brought within the prohibited limits reserved to the latter, and quarrels, entanglements and loss of gear is the result. The limits within which non-resident foreigners may not fish is about three miles from the coast. The natives never carry provisions with them, they never forget, however, their snuff-horn, which is an indispensable article to the Iceland fisherman.

As it may be interesting to learn how the fish are prepared for export in these high latitudes where the climate is so variable, I add a few lines explanatory of its treatment before it is fit for shipment. The mode of preparation determines in a great measure the quality and value of the fish. In order to obtain a "white flesh" the first thing done is to rip up the belly of the live fish from head to tail; this done the head is cut off and the entrails are taken out, the liver and roe being carefully separated therefrom and placed apart; the backbone is next extracted down as far as the third joint below the navel, after which the carcase is carefully washed in sea-water and placed in salt: one barrel of salt (about 224 lbs.) is used for about 352 lbs. of fish. After lying three to four days in salt, the fish are considered to be fit for drying: as soon as the weather will permit they are well washed in sea-water and laid out singly on the rocks or stones to dry, great care being taken that they are protected from dust and wet, and that they are frequently turned so that both sides are dried alike. When the process is complete they are piled up in the storehouses. In case of damp or wet weather they are immediately housed, or where this cannot be done, they are piled up in stacks six feet high and as much broad, and covered over with tarpaulins. The fish need not of necessity be taken out of salt after the three or four days pickle, for experience has shown that they will not imbibe more than a given quantity of brine, and they may lie thus without deterioration from one year to another and then be dried for exportation.

Besides clipfish and stockfish, which are prepared in the proportion of 2 lbs. of the former to 1 lb. of the latter, the natives prepare a third kind, for home consumption, called "Heingefisk," for which the cod is split up along the back and hung up unsalted to dry in sheds with open

lattice sides. This kind is easily distinguishable from the other two by its shrivelled-up appearance: it is eaten uncooked by the natives, who likewise dry and eat the refuse heads with great relish.

Although about 12s. 6d. the cwt. is paid in Hamburg for fish guano, the Icelanders do not, like the Norwegians, utilize the débris of the fish for making this manure.

The export of prepared cod and its products was as follows:—

	1862.	1865.
Of Clipfish lbs.	6,621,824	2,468,000
„ Stockfish „	730,752	35,200
„ Liver Oil barrels	6,557	..
„ Roe „	1,489	..

The export of an average ordinary and abundant year is as follows:—

	Ordinary Year.	Abundant Year.
Of Clipfish lbs.	3,520,000	5,280,000
„ Stockfish „	1,408,000	2,112,000

In order to give a better idea of the extent of the fishings, I include a statement of the total number of boats owned by the Icelanders in the years 1861 and 1864, and of which the open boats are almost exclusively used for fishing purposes.

	1861.				1864.			
	Boats with Deck.	Open Boats with 8 to 12 Oars.	Open Boats with 4 to 6 Oars.	Smaller Open Boats.	Boats with Deck.	Open Boats with 4 to 6 Oars.	Open Boats with 8 to 12 Oars.	Smaller Open Boats.
in the South District...	5½	111½	303	1,002	7	278	131	956
„ West District ...	20	110	485	634	23	513	84	619
„ North and East District	8½	19	415	415	32	399	15	466
Total ...	56½	239½	1,203	2,063	62	1,190	230	2,041

The decked craft, which have an average tonnage of 25 to 40 tons each, are almost all employed in the shark fishery.

It is estimated that the number of fishermen employed in the cod fishery at one time is about 10,000.

A full account of the fishings off Iceland for French account will be found detailed in the “Revue Maritime et Coloniale.” I will, therefore, only mention here that their annual fleet consists of about 250 vessels, of an average tonnage of 90 tonneaux each. In 1864, 260 vessels visited the island, carrying 4,337 men (crews). The greater part of them are schooner rigged.

The produce of the French fishings always considerably exceeds that of the natives, for their take is frequently as much as 30,000 cod per ship, and its average annual value cannot be less than 5 millions of francs.

Shark Fishery.—A considerable shark fishery is carried on on the north and north-west parts of the island, and also, of late years, by some vessels on the east side.

The shark fished in the Iceland waters, called by the natives "nákarla," or "havkalen," is the *Scymnus microcephalus*, averaging from 10 to 20 feet in length. Some have been found measuring 25 feet, and of which the liver filled two barrels.

It is indigenous to these waters and the Norwegian coasts, and is seldom taken in the Cattegat. It is exceedingly voracious, attacking frequently the whale, from whose sides it will tear out large pieces of blubber. It lives principally on seals and fish, and but rarely attacks man, unless molested by him. It ejects its ova, which are about the size of a hen's egg, in the months of July and August, each shark giving about half a barrel full. Its skin is of a grey colour, but coarse-grained, and is not susceptible of being polished. The liver is the most valuable part, and, as a rule, from one to two barrels of oil are obtained from each fish.

In the month of April it is caught near the land, in about 60 to 70 fathoms of water; but later in the season it goes farther out to sea, and in the summer must be sought for off the western side of the island, 80 to 160 fathoms from land, and in as much as 200 fathoms water; on the north side, when it seeks the edge of the ice, it sometimes sinks to the depth of fully 300 fathoms; on the east coast, on the contrary, the shark is rarely fished in a greater depth than 80 fathoms, and from 40 to 50 fathoms off the shore.

The most suitable sized craft for shark-fishing are vessels from 25 to 30 tons burden, as they do not require such heavy grapnels and hawsers, and can easily shift their moorings; and, being low on the water, have greater facilities for getting in the livers than larger ships would have.

Of late years, the craft used on the north side of the island are decked vessels of 35 to 40 tons, provided with oars, and so lightly constructed that in calm weather they can easily get clear of the ice, and move from place to place. When a vessel is in search of sharks, it is anchored at a place where they are presumed to be—in preference, near the rising edge of a bank. The anchor used is generally a four-pronged iron grapple, weighing about 180 lbs., with 15 to 20 fathoms $\frac{1}{2}$ -inch iron chain cable, and a 350 fathom long hawser. When anchored, the fishing commences. If nothing is caught, the position is shifted until the shark is found; and if the take is good the vessel remains at the spot, and rides out the storm, if necessary.

The lines used are of the thickness of deep-sea log-lines, fastened to 3 fathoms of chain, in the middle of which a leaden weight of 10 to 13 lbs. is fixed. Under this a strong 6-inch iron hook is fastened; the entire hook is covered with the bait, and it is notched inside the bend to prevent the latter slipping down. The bait used is young seal blubber, or horseflesh which has been previously smoked, and soaked for some time in blood. From the nature of the bait used, one is led to infer that the sense of smell is highly developed in this voracious fish. On the other hand, its feeling and vision appear to be very imperfect: for it does not seek to avoid the pursuit of man, or to escape the knife or spear; and instances are on record where it has swam round the ship after it had been ripped up and its liver cut out. Its dimness of sight is probably caused by the adherence, on the horny covering of its organ of vision, of small parasites (the *Larnaepoda elongata*), which are frequently found entirely covering the eye.

When the shark is hauled up to the surface it is killed by means of a long spear. A harpoon is then fixed in it, and the rope made fast to the ship's side; after which the carcass is ripped up by a knife affixed to a hole, and the liver is taken out and placed in barrels, and stowed away in the hold.

As the flesh of the shark is eaten by the natives, the carcase, when practicable, is landed by the ship's boats; but when this cannot be done it is kept alongside as long as the ships are at anchor, or until it is carried away by storms. The stench of the dead shark is so intolerable that it cannot be taken on board, but the reason for keeping it alongside is the fear that if the live ones were allowed to glut themselves on their dead comrades, they would no longer take the bait so readily; for they are so voracious that often only a portion of the shark caught on the hook reaches the surface, the others having partly devoured the wounded monster on his passage upwards. So firm are the fishermen on the west coast in this belief that they have petitioned the Legislature to enforce by law the keeping of the carcasses alongside as long as the fishing lasts. This opinion, however, is not shared by all the shark-fishers, and is open to dispute.

The value of a carcase on shore is about 7*s.* 6*d.* The flesh is sold to the peasants, who bury it in the ground for two or three weeks, and then disinter it, wash it, and cut it up into strips and hang it up in the drying-house. After one year's drying it is considered fit for food. The flesh has then assumed a clear reddish yellow colour, which gives it something of the appearance of salmon, so far as the eye is concerned, but certainly not the nose, for its presence in a room is very perceptible. Ten year old shark's flesh is considered a delicacy by native connoisseurs.

The skin is stretched out on the ground by means of wooden pegs, and, when dry, is used for shoe leather. It is much cheaper than either seal or lamb skin, but is neither strong nor durable. The gall is used instead of soap.

An ordinary moderate-sized shark gives two-thirds of a barrel of oil. Three barrels of liver give, on an average, two barrels of oil (about 140 quarts to the barrel). The oil is extracted by heat in iron vessels. The first boiling gives the light train oil; the second, the common or dark oil. The appliances used by the natives are very primitive, and leave much room for improvement, both as regards quantity of oil obtained and economy of fuel and labour.

A vessel of the size I have described, with a crew sufficient to work four lines, will bring home from 100 to 250 barrels of liver as the produce of three or four months' fishings. The latter figure is considered an excellent result. In June, this year, a schooner and a cutter from Isæfjord fished together 145 barrels of liver; but fourteen days earlier two small yachts from Faxefjord fished 126 barrels in a shorter time.

In the winter, when the weather is calm, the Icelanders often put out to sea in their small open boats, and fish for sharks in 80 to 100 fathoms water; and, if fortunate, they can, in a couple of days, get 15 barrels of liver per boat.

The value of a barrel of liver varies between 37*s.* and 50*s.*, whereas the oil fetches from 55*s.* to 125*s.* per barrel. The chief markets for it are Sweden and Germany, where it is largely used in the tanneries. Before the introduction of gas, the city of Copenhagen was lighted by Iceland train oil.

The number of Danish and native vessels engaged in the shark fishery cannot be ascertained with accuracy, owing to the general incompleteness of the statistics relating to the fisheries and commercial matters of Iceland. Their number, however, was, I believe, in 1865, as follows:—Danish vessels, 12; Iceland vessels, 61; or a total of 73.

From a number of the Iceland paper, "Nordanfari," published at Akureyri, which has come into my possession, I perceive that in 1864 26 native vessels and 6 open boats, from the north district, engaged in

the shark fishery, and that the result of their fishings was 2,573 barrels of oil, valued at 9,200*l*.

Considering the smallness of these vessels, the few hands employed, and the comparative inexpensiveness of the implements and appliances used, this result must be looked upon as very lucrative; and it is a wonder that such an easy and profitable fishery should not have attracted the attention of foreigners.

The Norwegians, as far as I know, are the only strangers who have made any attempt to turn this natural and easy source of profit to account; but as they have recently begun to develope with advantage the good fishery on their own northern shores, they have ceased to visit the island. This island has many good summer and winter harbours, a list of which will be found further on in this Report; and any British speculator who may be tempted to try his fortune in this direction will find greater facilities for doing so than would appear at first sight to be present.

Whale Fishery.—The whale fishery, which in former times was carried on to a considerable extent all round the island, ceased towards the middle of the last century, probably because newer and better stocked fishing grounds were discovered. The long period of repose these marine monsters have enjoyed appears to have caused them to increase abundantly; and on sailing round the island one is struck by the large numbers of whales seen tossing themselves about in the undisturbed possession of the waters in all directions, and the thought involuntarily occurs that they might be turned to some profitable account. The natives state that there are not less than eleven different kinds or species of the *Balæna* inhabiting the Iceland waters. Of these, however, I suspect that many are of the *Delphinus* class. The following are the names of the four kinds at present known to the natives, and formerly fished round the island:—

Balæna mysticetus, or Greenland whale, found on the north coast.

Balæna boops, or long-finned whale, containing the best and largest quantity of oil.

Balæna physalus, or herring whale, containing less blubber than the preceding ones.

Balæna rostrata, the smallest of the four, and found frequently far up in the firths or fjords of the island, where in former times they were captured in large numbers, especially on the north-west coast.

As previously stated, however, whale-fishing had for upwards of a century been almost entirely abandoned until about five years ago, when an enterprising American visited the island and commenced whale-fishing on the east coast, where he has now established himself at Seydisfjord, in company with his four brothers.

He at first fished from a small sailing vessel, but last year procured from England a small screw steamer of about 40 tons burden, in which, in fair weather, he puts out to sea in search of the fish, having a large whaling boat in tow.

His method is so far peculiar, that it may merit mention. The whale is struck by means of a harpoon shot from a sort of rocket apparatus; the handle or stock is charged with some detonating compound, which explodes as the weapon enters the fish; the explosive force is sufficient to shiver the harpoon in pieces in the creature's inside, and send the splinters to all parts of its body.

This destructive missile is the American's own invention, and has been patented by him, and it is stated to have the advantage of killing the whale almost instantly; and, by causing the generation of gas in its inside, prevents the sinking of the carcass. How far experience justifies

these statements, I am unable to say. He had, it appears, counted upon being able to approach the whales in his steamer near enough to take aim; but they invariably avoid it; and it has been found necessary to shoot them from the boat. In consequence of this failure, he has decided upon procuring a larger steamer, capable of hoisting two boats alongside, and of keeping the sea a longer time than the present one will allow of.

When the whale is killed, a rope is fastened to the harpoon, and it is towed to land; if it sinks on the road, the rope, which is a very long one, is marked with a buoy bearing the owner's name, and it is later searched for, hauled up, and landed. If it is washed on shore, the owner's mark, according to the law of the island, gives him the right of proprietorship, after deduction of strand dues.

The carcase is cut up on the strand, and the blubber and bones at once crushed and boiled down for the oil; the belly, which contains no blubber, is sold to the natives for food under the name of "kenge," and finds a good sale; the whalebones are sent to England, where they appear to be used for making Prussian blue; and the American has a project for pressing the flesh and shipping it to England for feeding dogs and pigs.

The Iceland whales give generally from 50 to 100 barrels of oil each, and, when tolerably successful, this fishery is a very lucrative one. Up to the month of August last year, the American had landed 13 out of 30 whales shot at with his patent harpoon during that year. His total catch for that same year was 25 whales, which gave an average of 100 barrels of oil per whale.

His fishings have, I believe, been confined to Seydisfjord and the adjacent waters; but, as there are numerous whales off many other parts of the island, especially in Faxebay and Isefjord, it is to be presumed that the example of this enterprising person will soon find imitators.

Eider Duck.—The Eider Duck is important from its supplying a valuable export as well as a nutritive article of food, therefore a few words concerning it may not be out of place in this report.

This aquatic bird is found in great numbers on the coast; early in June it lands on the numerous small holmes or islets in the bays and fjords, where it lays its eggs after lining its nest with the down plucked from its own body. As this bird is protected from molestation by custom and severe laws, it has become tame, and always repairs to the same spots to hatch its young.

As soon as the eggs are laid, the owners of the hatching grounds rob the nests of the down and a part of the eggs, both of which the poor bird replaces a second and a third time, when she is left in peace to complete the process of incubation, but with her body completely denuded of down. This method of procuring it is had recourse to because the down of the dead bird loses its elasticity, and is of comparatively little value.

The hen bird gives eight to nine ounces of down to a nest; but, when cleansed, this weight is diminished by half. The value of the uncleaned down is about 8s. a pound, and the cleansed do. about 19s. the pound. The annual produce is about 6,000 pounds weight of down, valued at about 5,000*l*.

Sometimes one small holm will give its owner an annual income of 150*l*., and such is the care taken of these useful birds that, during the hatching season, no guns are allowed to be fired in their vicinity, and foreign vessels arriving are forbidden to fire salutes for the same reason.

Trade.—The trade of an island so barren and sparsely peopled must,

as a matter of course, be limited; it is principally carried on by barter, the peasants bringing their produce from the interior, and disposing of it to the merchants and traders established at the towns and factories on the coast, from whom they receive in exchange the few colonial and manufactured goods they consume.

The exports consist of fish and its products, liver oil, roe, &c., of wool and woollen articles, dried and salted mutton, feathers, cider down, sulphur, and a few fox and other skins.

The fish is shipped either direct or in Spanish vessels, chiefly to Bilbao and Barcelona, where the Iceland dried cod is much esteemed, and under the name of "Bildals Clipfish" (from a place of that name in the Arnarfjord) commands a high price. Three small cargoes shipped direct from Iceland (together 604,736 lbs.) were sold last month in Barcelona at 43 pesetas per quintal. The inferior qualities are shipped to England and Denmark.

The chief trade is with Denmark, other nations having but little intercourse with the island. The extent of the trade between the two countries in the year 1865 will be seen from the following Table:—

EXPORTED TO DENMARK.

Articles.	Quantity.
Rags lbs.	816
Books "	550
Herring, Salted "	246
Fish (other kinds) "	673
Cod, Dried "	1,382,088
Game "	13,204
Horses number	21
Down and Feathers lbs.	35,402
Packing Mats. "	220
Hair and Bristles "	50
Pork and Ham "	73,183
Meat, Dry and Salted "	426,521
Candles "	95
Woollens "	22,356
Block Metal "	188
Minerals "	61,600
Packing Materials "	65,147
Hides, Raw "	..
Tallow "	..
Train Oil, &c. "	..
Wool "	..

IMPORTED FROM DENMARK.

Articles.	Quantity.
Alum lbs.	1,092
Drugs "	3,756
Ashes "	1,191
Ink "	216
Brushmakers' Work "	528
Cocoa "	88
Chocolate "	3,577
Ale, in Bottle quarts.	126
„ in Cask lbs.	11,776

IMPORTED FROM DENMARK—*continued.*

Articles.					Quantity.
Wine, in Bottle	..	..	..	quarts.	80
„ in Cask	..	..	..	.. lbs.	23,137
Brandy, in Bottle	..	..	..	quarts.	1,787
„ in Cask	..	..	..	..	70,000
Vinegar	..	..	..	.. lbs.	6,460
Essences	..	..	..	..	5
Catechu and Gall Nuts	..	..	..	..	991
Indigo ..	..	..	..	..	179
Dyestuffs and Varnish	..	..	..	..	13,618
Playing Cards ..	..	..	..	.. games	1,174
Galanterie Wares	..	..	..	.. lbs.	188
Glass Ware	..	..	..	..	9,846
Resin and Gums	..	..	..	..	2,941
Caps	..	..	..	..	189
Stone China	..	..	..	..	13,469
Coffee, Unburnt	..	..	..	.. lbs.	255,084
„ Burnt, and Chicory	..	..	..	..	23,090
Pork and Ham	..	..	..	..	2,480
Meat	..	..	..	..	2,279
Cork	..	..	..	..	1,402
Rye	..	..	..	quarters	10,300
Cereals (other kinds) ..	..	..	..	..	1,700
Barley Meal	..	..	..	.. lbs.	2,410,656
Rye	..	..	..	..	475,908
Buckwheat Meal	..	..	..	..	880
Oatmeal	..	..	..	..	319
Wheaten Flour	..	..	..	..	17,630
Corn Meal and Grits (of other sorts)	..	..	..	..	268,407
Spices ..	..	..	..	..	1,016
Coals	..	..	..	.. tons	157
Cotton Goods	..	..	..	.. lbs.	62,484
Silk	..	..	..	..	11
Woollen Goods	..	..	..	..	686
Block Metal	..	..	..	..	786
Bar and Hoop Iron	..	..	..	..	63,486
Nails	..	..	..	..	23,441
Iron Chain	..	..	..	..	404
Iron Wares	..	..	..	..	33,770
Zinc, in Plates	..	..	..	..	1,254
Hardwares (sundries) ..	..	..	..	..	6,981
Cheese ..	..	..	..	..	1,736
Paper	..	..	..	..	6,210
Rice	..	..	..	..	21,081
Soap	..	..	..	..	12,225
Sago, &c.	..	..	..	..	811
Saltpetre	..	..	..	..	297
Hides and Skins (prepared)	..	..	..	..	4,508
Sugar (all kinds)	..	..	..	..	304,861
Acids	..	..	..	..	309
Tea	..	..	..	..	918
Tobacco (Leaf and Stalk)	..	..	..	..	6,508
Tobacco (other kinds)	..	..	..	..	92,261
Cigars ..	..	..	..	..	506
Tobacco, Liquid	..	..	..	..	1,474
Ropemakers' Work	..	..	..	..	22,770
Wood Goods	..	..	..	.. cubic feet	14,294
„ Worked	..	..	..	.. lbs.	42,993
Vitriol	..	..	..	..	4,519
Bar Steel	..	..	..	..	1,441

The above articles, ships, and boats, were imported for a value of 21,468*l*. The consumption of coffee and tobacco, as articles of luxury, has of late years increased in a degree probably disproportioned to the means of the islanders.

In 1864-5 vessels left Iceland for Denmark of a collective tonnage of 6,067 tons, and 58 vessels arrived there from Denmark of a collective tonnage of 4,572 tons. These figures are exclusive of the steam trade between Copenhagen and Keykjavik.

Since the year 1858 there has been a regular steam communication between these two cities; six journies are now made in the course of the year, and a Scotch port is touched at both out and home. The Scotch have not omitted to avail themselves of this opportunity of competing with the Copenhagen merchants, and a reduction in the price of many important articles of import, and corresponding rise in that of many exports, has been the result, much to the benefit of the peasants, who, until quite recently, were the victims of an oppressive and unjust Danish monopoly.

The dues levied on ships trading to Iceland are, for native and equally privileged vessels, 2 rix dollars (4*s*. 6*d*.) per commercial last (150 cubic feet), and double that amount for unprivileged ships. These dues must be acquitted before the permit or "sea-pass" is delivered. No other fiscal duties are levied. Danish Consular agents are authorised to deliver such permits or passports.

Previous to 1854 the Danes had the exclusive monopoly of the trade with Iceland, but, since that date, foreigners, with but few restrictions, are admitted on an equal footing. Trading operations, however, are still only permitted at certain places, a list of which will be found further on.

The island is Governed by the Stifamtmand or governor, appointed by the Danish King; he has two Deputy-Governors, or Amtmond, to assist him; and for administrative purposes the island is divided into four amts or districts, called "syssels," each of which is again administered by a sheriff or "sysselmand." These divisions are named after the cardinal points.

In the south district there are the following privileged factories and trading places:—

- | | |
|-------------------------|---------------------|
| 1. Reyjavika (capital). | 5. Vetmanns Island. |
| 2. Havnefjord. | 6. Papavs. |
| 3. Kaffavik. | 7. Landhussund. |
| 4. Orebakke. | |

In the north district:—

- | | |
|------------------|-----------------|
| 8. Ofjord. | 12. Husavik. |
| 9. Skugerstrand. | 13. Ramfarhavn. |
| 10. Hofsos. | 14. Thorshavn. |
| 11. Seylafjord. | 15. Sandarok. |

In the east district:—

- | | |
|------------------|----------------|
| 16. Vapnafjord. | 18. Eskefjord. |
| 17. Seydisfjord. | 19. Bernfjord. |

In the west district:—

- | | |
|------------------|-------------------|
| 20. Isafjord. | 26. Patriksfjord. |
| 21. Stykkisholm. | 27. Flat Island. |
| 22. Olafsvik. | 28. Keykjafjord. |
| 23. Búdenstad. | 29. Bosdoyre. |
| 24. Bildal. | 30. Straûmfjord. |
| 25. Dyrefjord. | 31. Skeljavik. |

Making in all 31 trading places, of which Keykjavik, Isafjord, and Ofjord are towns.

The law of the 15th April, 1854, regulating the Trade and Navigation with Iceland, enacts that all foreign vessels visiting the island for purposes of trade shall immediately, on arrival, touch, or bring up, at one of the following ports, viz.: Keykjavik, Vestmann's Island, Stykkisholm, Isafjord, Ofjord, or Eskisfjrod, wher they must report their ship, and, if not provided with a clean Bill of Health, must submit to a medical examination, after which, upon payment of the legal shipping dues, they will receive a Trading Permit or Sea-pass, and are then at liberty to transact their business at any of the above-enumerated 31 places. At some of these places there are no merchants at all, at others from two to six; but at Keykjavik there are ten: they are natives or Danes, with the exception of one English house at the last-named port. Many of them reside in Copenhagen, and have their business carried on by factors or agents.

The best winter harbour in the island is Havnefjord, and after that Keykjavik, Isafjord, and Ofjord. Skügüstrand Hofsos, Harlavik, Vapnafjord, Orebakke, and Keflavik are dangerous harbours, and ships are often driven ashore and totally wrecked there.

The harbours are very rarely closed by ice on the south side of the island; but frequently the Greenland drift-ice blocks up the west and north, and occasionally the east coast in the winter and spring.

The trade with Norway is insignificant; it consisted in 1865 of an importation of 2,574 loads of timber, 3,440 cubic feet of bark, and an exportation of about 12 cwt. of wool and coarse woollen goods, some small parcels of tallow, and a couple of hundredweight of feathers and down. Only one native vessel of 100 tons cleared in and out for Norway direct; but fourteen Norwegian vessels, together about 1,200 tons, touched at the island in this year, on the passage to and from Greenland and the Feroe Isles.

The staple produce of the island are sheep, of which very large flocks are kept, the number averaging from 700,000 to 800,000; this figure, however, fluctuates, for epidemic and contagious diseases have, at times, swept off large numbers. At a time when the cattle plague is decimating our own cattle stocks, it may be worthy of mention that the only effectual means of arresting the contagion in the island has been complete isolation. Immediately symptoms of contagious disease show themselves, the infected district is cut off from communication with the healthy ones by means of a "cordon" of peasants, who are relieved at stated times; and in this manner the disease, for months, and even years, has been confined to a limited area.

The rivers of the island are well stocked with trout and salmon; but this latter fish figures but little as an article of export: large quantities of it are caught, as many as 3,000 having been taken in one day in traps and dams.

General Statistics.—The earliest information we have concerning Iceland is from an Irish monk, whose report induced some Scotch monks and dwellers in the Northern Isles to sail for the North, who, after touching at the Feroe Isles, reached Iceland in the year 725 A.D., and located themselves on the small island Papöen on the east, and at Papyle on the south side. These names evidently prove that these early settlers were "Papists," or monks; and the discovery, near these places, of the remains of bells, Irish books, croziers, and other things, proves their presence on the island.

The total area of Iceland is 29,440 square miles (geographical). It is essentially a mountainous country, and it is estimated that two-thirds

of the whole country are upward of 1,000 feet above the sea level. As the snow-line begins at an elevation of between 2,700 and 3,000 feet, it is presumed that 4,288 geographical square miles of the island are covered with perpetual snow; this is composed partly of "névé" and partly of glaciers, which fill the intervening valleys, and which are called by the natives "Skrid Sökler." As is well known, the Icelandic mountain ranges are of a comparatively recent volcanic formation, the highest point being the Oræfa Tokull—1,954 mètres, Hecla being only 1,557 mètres high. The first eruption of this volcano took place in the year 1104.

The interior of the country is uninhabitable, and the 69,000 souls who now live on it dwell entirely on the coast and on the shores of the Fjords running inland from the sea.

The islanders have a tradition that in the unexplored centre of the now highlands there is a fruitful valley, where, in former times, a colony of malefactors took refuge, and still exists there. The elevated tract referred to in this fable covers 960 square miles, and is called the "Odadahraun," or "Malefactors' Desert." The inhabited portions of the island are about 12,160 square miles.

The average temperature of the earth, owing to the subterranean heat, is about $4\frac{1}{2}^{\circ}$ Réaumur all the year round.

The Polar current, which always runs between the island and Greenland, bringing with it icebergs and drift-ice, renders the northern parts of Iceland nearly inaccessible; and the whole Sound is frequently closed, so that no vessel can sail round its north-west point. These floating masses of ice, after freezing together for many miles, break up in the spring, and become jammed into the northern bays and creeks, which are generally thus closed up until far out into the summer. The temperature of this part of the island is, in consequence, much depressed; so much so, indeed, that the town of Akreyri has the same climate as the North Cape, which lies 300 miles more northerly.

When the drift-ice lies as late as September, it is considered as a national calamity, for both the hay crops and fisheries fail, and man and beast are in danger of starvation.

Three times in the 18th century the ice inclosed the whole island, and only a small strip of coast near Kekjavik was accessible.

The climate, however, is comparatively temperate, owing to the peculiar formation of the island, and especially to the influence of the warm stream from the Gulf of Mexico. Warm summers are rare, and severe winters are the rule; the spring is generally raw and stormy.

The mean winter temperature at Keykjavik, the capital, is -1° R.; the summer heat, $+9^{\circ}$, and for the whole year $+3^{\circ}$ R.; whereas, at Akreyri, on the north side, the winter average is -5° ; the summer ditto, $+6^{\circ}$ R., and for the whole year, 0° R., or freezing point.

There is scarcely any night from May to September, especially on the north side, where it is continually light during the whole of that time.

The island is at present almost entirely denuded of trees, excepting in certain sheltered parts, where there are tracts of underwood, composed of stunted birch, willow, and mountain-ash, which rarely exceed 12 feet in height. In former times there were large tracts of forest, containing not only birch, but oak and other kinds of trees, which supplied the inhabitants with wood for domestic and nautical purposes; and the Danish Government, encouraged by this fact, have decided upon applying a certain sum of money annually for the purpose of protecting and encouraging the planting of trees. The want of wood, however, is, to a great extent, supplied by the floating timber thrown on the coast by the Gulf Stream; the scarcity of fuel, however, is severely felt, the

poorer inhabitants using both dried sea-birds and dried manure instead of firewood.

Agriculture is at a low ebb, the cultivation of grass constituting now the chief agrarian occupation of the islanders, for on this depends the existence of their large sheep flocks. Grain was formerly grown on the island; but this important branch of agriculture has been entirely laid aside.

There is little doubt that rye, barley, and oats could be successfully cultivated; but the intercourse between the island and corn-producing Denmark renders it more profitable to employ all spare hands in the fisheries; cereals, therefore, are not raised; tubercles and hardy vegetables thrive well, and each dwelling has now its kitchen-garden. There are at present about 7,000 such plots on the island. Drainage and fencing are not neglected. In 1856 there were 40,202 fathoms length of ditch drains, and 44,671 fathoms of fencing, which improvements were the work of the last few years.

There are no roads, and locomotion is both difficult and dangerous. The peasants of the interior bring their produce on horseback to the seaports about twice a-year, and take back to their homesteads the few manufactures and necessities they require.

The population of the island was, in:—

1845	..	..	..	..	58,558 souls,
1855	..	..	..	..	64,603 "
1865	..	..	..	..	68,000 "

During an average of ten years there was annually:—

1 Marriage	for every	..	..	..	143 persons.
1 Birth	" "	..	..	..	25 "
1 Death	" "	..	..	..	39 "
1 Deaf and Dumb	" "	..	..	..	994 "
1 Blind	" "	..	..	..	320 "

and 1 illegitimate child in every 6·9 births, or nearly 1 in 7. Of every 42 deaths there was 1 by drowning, and the proportion of men to women was as 1,000 to 1,093.

Keykjavik, the capital (from "Keik," smoke, and "Vix," a bay or creek), has a population of 1,500 souls. The Icelanders have been but little influenced by modern civilisation, and speak the original Scandinavian in all its purity, nearly as it was introduced by the first settlers 900 years ago. So little have these primitive people intermixed with foreigners, that on the whole island, in 1864, there were only 113 individuals born out of it.

The Lutheran Church is represented by 1 bishop, 4 deans, and 196 clergymen or priests; the income of these latter averages about 300 rix-dollars annually (or £34.)

There is a Roman Catholic Mission established at Keykjavik, consisting of two priests; but proselytism has made no progress among the natives, one only, I am told, having gone over to the Roman faith.

Christiania, December 18, 1866.



NORWAY.

Report of Her Majesty's Acting Consul-General at Christiania on the Cod and Herring Fisheries of Norway, for the Year 1866.

COD FISHERIES.

THESE fisheries are carried on all along the coast of Norway from the Naze to the Varanger Fjord, close to the Russian frontier.

They are divided into three distinct fisheries, viz., the Loffoden, Romsdal, and Finmark fisheries, the most important of which is that of Loffoden, carried on among a group of islands of this name, lining a portion of the Norwegian coast from north latitude $67^{\circ} 20'$ to $69^{\circ} 20'$, occupying about four degrees of longitude.

They comprise a number of islands, some of considerable magnitude, and collectively form the outer or western side of the West Fjord, where the great annual cod fishery is chiefly carried on.

This Fjord, which is the most extensive on the coast of Norway, has a communication with the ocean independent of its 60 miles broad entrance, by numerous narrow sounds, through which the main receives and supplies the immense mass of water which flows in and out of this Fjord. In it the depth of water is so considerable that there are but few places where the lead will reach the bottom; on these it varies from 80 to 200 fathoms.

Near the coast there is a fishing bank of irregular breadth; it neither deepens nor slopes gradually, but consists of three terraces of different depths.

Nearest the land this bank has a depth of from 20 to 30 fathoms extending for a certain distance at that level, when it suddenly drops to between 40 and 50 fathoms, which, in a similar way, again extends some distance, when the third ledge or terrace appears, on which there are from 90 to 120 fathoms water.

It is on these ledges or banks that the extensive Loffoden fishery is carried on, affording, during three or four months of the year, lucrative employment to between 25,000 and 30,000 people.

The famous and undeservedly dreaded Malstrom runs between the above-mentioned islands, and is so little thought of by the inhabitants that they pass and repass it in their frail vessels at all states of the tide, except at certain times in the winter season; and, far from drawing in whales and other things that come within its range, it appears to be a favourite resort of the fish of the country, and the fishermen reap a rich piscatorial harvest from its bosom.

The greatest rate of the tide at the Malstrom in winter does not exceed six miles an hour.

As is usually the case, the cod made its appearance at the Loffodens towards the end of December. From the commencement of the following month the inhabitants of these islands carried on a lucrative fishery; but as the weather during this month was frequently stormy and the fishermen not numerous, the month's catch was unimportant.

As customary at the beginning of the fishery, the so-called "night lines" (deep-sea lines) were the only gear used.

From the middle of January until Easter there blew a succession of easterly winds, with alternate clear frosty days and snow storms, which

greatly retarded the arrival of the fishing population from the south: towards the middle of February, however, nearly the usual number had reached the fishing grounds.

They repaired this year in preference to the grounds at Henningsvær and to the eastward, where nearly all the stations were crowded, while but little more than 500 boats were engaged on the banks to the westward.

Towards the end of March, when the Finmark fishery commences, a large number of the men leave the Loffodens to proceed thither, and about the 14th of April the remainder generally depart, not indeed from decrease of fish, but more from custom and the fact that they are under farm contracts on land, where their services are required for the labours of the field and other domestic purposes.

The fish remained this winter a longer time than usual under the land at the western stations in the Ostnæsfjord, and later in the season for some time at Gimsöströmmen, where they appeared in great quantities. It was unfortunate, therefore, that the western stations this year were so little frequented, for although the total catch exceeds that of an average year, it would have been very considerable had the fishermen not gone in such large numbers to the eastern stations, where the fish comparatively were not abundant.

According to the 11th section of the law regulating this fishery, and at the request of the men themselves, the sea was in many cases portioned out by the inspectors into parallels or lines between the net and line fishers; this was, nevertheless, not done to the same extent as last year.

From the following table will be seen the number of fishermen employed, as well as the description of the gear used, and in what districts:—

Districts.	With Nets.					With Lines.			With Deep Sea Lines.			Totals.		
	Fishermen.	Crews.	Boats.	Number of Nets per Man.	Nets combined with Lines.	Fishermen.	Crews.	Boats.	Fishermen.	Boats with Lines.	Boats without Lines.	Fishermen.	Crews.	Boats.
Bergen	..	..	..	..	..	..	..	..	2	..	1	2	1	1
Christiansund ..	..	..	..	..	..	..	..	..	3	..	1	3	1	1
Province of S. Drontheim	115	23	24	..	..	9	3	3	350	2	116	474	144	145
Province of N. Drontheim	164	28	28	..	1	31	7	7	355	6	147	550	188	188
Nordland ..	7,726	1,331	1,690	..	319	5,855	1,521	1,740	1,521	95	570	15,102	3,517	4,095
Finmark ..	2,345	391	596	..	84	1,723	436	474	656	173	50	4,724	1,050	1,293
	10,350	1,773	2,338	..	404	7,618	1,976	2,224	2,887	276	885	20,855	4,901	5,723

From this it will be seen that there were 25,756 [*sic*] men and 5,723 boats engaged in this year's fishery at Loffoden alone, exclusive of the numerous driers and salters, &c. on shore (whose number may be estimated at 7,000), engaged in preparing the cod for exportation and home consumption.

It may not be without interest to know how many men and boats were employed in the Loffoden fishery on a given day; I therefore include the following table, which shows the actual number engaged on the 16th of March this year, as well as the districts they belonged to, and the tonnage and crews of their crafts:—

District.	Number of Boats.	Number of Crews.	Total Tonnage in Barrels.	Average Number of Crew per Boat.	Average Tonnage of Boats.
Bergen	15	74	7,250	4.9	483
Aalesund	1	5	420	..	420
Christiansu.	24	122	10,990	5.0	450
Drontheim	77	415	29,780	5.4	400
Bodø	4	18	1,330	4.5	332
Indherred	3	15	1,420	5.0	473
Orland	3	10	1,000	3.3	333
Fosen	15	60	5,240	4.0	349
Namdal	24	140	10,690	5.1	445
Helgeland	78	361	39,955	4.8	512
Salten	87	405	36,690	4.7	422
Loffoden	19	87	9,360	4.6	493
Senjen and Tromsøe	27	138	10,780	5.0	399
	377	1,850	164,905	..	..

The number of fishermen employed was about as many this year as last, whereas the number of boats was less by about 46.

The total take of fish at the Loffodens was about 21 millions, of which 12 millions were salted and prepared as clipfish, and $8\frac{1}{2}$ millions dried and prepared as stockfish; the remainder was applied for home consumption.

The size and fatness of the fish were pretty regular. It must be observed that the cod liver does not always bear the same proportion to the fish; there is often a striking difference between the yield of one year and that of another. Some years it takes as many as 500 to make a barrel of oil; at others 300 are sufficient; this year 400 were required to make a barrel of liver oil.

20 to 22 fish gave an average weight of 40 lbs. of clipfish; 27 to 28 ditto gave a like weight of stockfish.

The yield of oil was about 26,000 barrels, and of roe about 18,000 barrels.

The prices per great hundred (of 120 fish) ranged between 4 and $6\frac{1}{2}$ dollars; average rate, 6 dollars.

Fresh livers fetched from 9 to 10 dollars per barrel; old livers, towards the close of the fishery, only from 6 to 7 dollars per barrel.

From 6 to $6\frac{1}{2}$ dollars were paid for a barrel of salted roe.

The weather in general was not stormy; several accidents, however, occurred, and 15 men lost their lives by drowning.

No considerable loss of gear took place.

The Government Inspectors cause all such derelict property to be sought for and taken up, and at the close of the fishery have it sold by public auction at some convenient place in the neighbourhood.

The salvage account shows this year that the expense of recovering lost property caused an outlay of 306 dollars 76 skillings, while the proceeds of the public sales only brought 285 dollars 38 skillings.

The medical officers appointed by the Government report the sanitary state of the fishermen to have been satisfactory. At Loffoden there were 36 cases of typhus, and 16 of inflammation of the lungs; 13 of these patients died.

The Government Inspectors were stationed at the fishing grounds from the 16th January to the 14th April. They have no longer much control over the description of implements or gear employed, nor over

the manner of prosecuting the fishery ; but they are invested with large powers as a maritime police, with extensive magisterial jurisdiction over the different stations and waters, with authority to treat summarily all disputes and offences in connection with the fisheries.

The following statement will show the character of the misdemeanours for which fines were inflicted, viz. :—

- 1 for breach of the peace.
- 6 „ fishing without proper boat-marks.
- 110 „ drawing their nets before the morning signal, and placing them out before the evening signal.
- 18 „ using illegal gear.
- 2 „ injury to other men's gear.
- 4 „ leaving gear out on the Sunday.

141, total number levied, amounting to 349 dollars, of which 328 dollars fell to the State, and the remainder to the local poor-box.

No Government superintendence is exercised at the other fisheries.

The expense incurred by the State in superintending and keeping order at the Loffodens amounted this year to 8,457 dollars 69 skillings.

An attempt has been made this year to bring into use the boat used in the south of Norway, called the Lister boat (resembling the Norwegian pilot-boats about the Naze and entrance of the Christiania Fjord, *i. e.*, one-masted, long, open boats, with jib, fore, and mainsail), with a view to supersede the antiquated “Nordland boats,” now almost exclusively used, and which in form resemble the old Roman galley, having only one lug sail reefed from the bottom.

A large Lister boat was provided, in size and capability as large as any now used at the fishery, bearing 36 nets, and capable of carrying 18,000 fish, and keeping the sea in ordinary weather. In order to induce the men to use a boat to them of so novel a description, the inspectors were obliged to guarantee them a certain payment in case their catch should prove unproductive. This eventuality, however, did not arise. The new boat proved itself seaworthy, and appropriate for the work it had to do, so much so that it was sent afterwards to the Finmark fishery, where it also worked successfully ; and from the experience thus acquired there is reason to believe that the Lister boat will gradually replace the ill-adapted constructions now in use. A trial was also made this year with the “synke nät” (sinking or submerged net), but with a much larger and more expensive one of a new construction. It was fished with during 27 days by 29 men, and the result was a total take of 36,000 fish, valued, with the livers, at 3,000 dollars—a result sufficiently good to justify further trials.

It has hitherto been believed that both the cod and herring, at stated times, seek the neighbourhood of the land to deposit their ova, which they do at the bottom of the ocean, and that the yield of the fisheries in great measure depended upon the suitableness of the localities they chose for this purpose ; and the irregular produce has accordingly been attributed to disturbing causes which disquieted the spawn, and interfered with its due development. In many cases the disturbance has been attributed to human agencies, which it became of importance to investigate and control.

When the recent legal enactments for the better regulation of the salt-water fisheries of this country were under discussion, arguments were adduced in favour of the complete or partial prohibition of the use of certain nets and gear, which it was presumed interfered with the development of the young fry.

The use of trawl nets was especially considered baneful to the herring

fishery, as in drawing them the spawning grounds were swept, and the ova supposed to be disturbed and destroyed ; and with respect to the cod, the casting of the net in the early stages of the fishing was believed to stay the rising of the fish and their subsequent spawning.

Science now appears to have arrived at a different conclusion, so far at least as the spawning of the cod and mackerel tribes is concerned.

The Norwegian Government, for some years, have annually expended a certain sum of money for the purpose of investigating the habits of the cod, and for obtaining information with a view to improve and develop the fisheries of Nordland and Finmark ; and last year a Commission was named for the purpose of collating this information, and proposing suggestions for a revision of the laws regulating the deep-sea fisheries.

These investigations, which have been made with great care and patience, and have extended over a considerable period of time, appear to prove that the winter cod, "*gadus morrhua*," spawns in the open sea, at a considerable distance from the bottom, and that the spawn or ova do not sink to it, but go through the entire process of incubation floating about at no great distance from the surface. The same is believed to be the case with the haddock and mackerel, and the numerous other species of the *gadus*.

It is yet doubtful how far this new discovery will affect the current opinion as to the injurious effect of the use of deep-sea nets ; but it is clear that, should further research tend to the same conclusion as regards the herring, the old complaints against their use during the herring fishery will likewise become groundless.

The Government themselves have at any rate come to the conclusion that the fewer restrictions that are imposed the better ; and the evident tendency of their legislation is to remove all existing barriers, and leave to the individual full freedom of action to carry on the salt-water fisheries in the manner his expediency and experience may suggest to him.

Before quitting this subject I should mention that the Commissioners are of opinion that nets, which are placed out both up and down in the sea (deep-sea nets and floating nets), may in narrow channels and waters be placed out in such numbers and different depths as effectually to impede the rising of the fish. Taking this view of the case, they propose to prohibit, in certain localities and cases, the too early and indiscriminate casting out of nets at the Loffoden fishery.

The instances where injury is stated to have been caused by an injudicious use of certain nets appear to me not to be sufficiently authenticated, and may probably have been put forward by parties whose interest it was to prevent their wider application. When, therefore, regard is had to their immense importance as a successful fishing implement, and to the material loss in a national economical point of view which even their partial and qualified prohibition might entail, more conclusive data should be required before giving such prohibition the force of law.

As there is no Government inspection at the Romsdal and Finmark fisheries, it is not easy to collect reliable information concerning them. The first one is of minor importance : its yield, even in the best years, rarely exceeds five millions of fish, and figures but very little in the returns as an article of export. The take this year is estimated at about four millions of fish.

The second-named fishery is of great importance to the trade between the province of Finmark and its Russian neighbours of the White Sea, and it is difficult to say to which of the two it is the more valuable.

The whole coast abounds in fish, and a considerable quantity is taken at a time of year when it would be difficult for the Finmark fishermen to cure and prepare them for distant foreign markets ; but the Russians

make their appearance at this season, and purchase the raw fish as they come out of the water, weigh and count them on the decks of their vessels, and pay the Norwegians on the spot in rye-meal and other Russian produce. Several hundred Russian vessels yearly find employment in this manner.

The Russian Government consider this intercourse of such importance that they have specially exempted the Norwegian raw and salted fish from duty at the ports of the White Sea. The great encouragement that Government afford to the trade with Finmark has no doubt strengthened the belief that the Russians are endeavouring to obtain a permanent footing in the north of Norway.

Independent of political considerations, the commercial importance of an open water port in these latitudes, and the right of direct participation in these lucrative fisheries, would make such an acquisition highly desirable ; they possess, moreover, large tracts of inland forests in Russian Finmark, which lie unproductive from want of available issues on their own coasts for the lumber, the only water outlet being the Pasvig river, which empties itself in the Varanger Fjord in Norwegian Finmark.

A few years ago, the Norwegian Government revised the laws regulating the Loffoden fishery, and rescinded the greater part of the restrictions which impeded its free prosecution. The Romsdal and Finmark, and Nordland fisheries were, however, not interfered with, so that the antiquated and illiberal enactments, which hampered the first-named fishery, are, for the most part, still in force at the two latter.

At these, the ocean is still divided into parallels or districts, corresponding with the different stations on shore, and the fishermen belonging to the one are forbidden to fish in those belonging to the adjacent stations. No one is allowed to proceed singly to sea, but all must put off at a certain signal given by the inspector at each shore station, who decides "according to the weather," whether the fishing shall be carried on that day or not. Many other repressive rules are enforced which it would be too long to enumerate in this Report.

The result of the labours of the Commissioners appointed in 1863 by Her Majesty's Government to investigate and report on the deep-sea fisheries of Great Britain and Ireland, has been read with much interest in this country, and the conclusion they have come to that all existing restrictions should be removed, will, I doubt not, have considerable influence in modifying these mediæval enactments, when the contemplated revision of the laws on the Norwegian salt-water fisheries take place.

The Finmark fishery begins in April, and generally continues until July or August.

It is called the "Lodde" or Capelin fishery, from the fact that the appearance of this little fish (*Mallotus arcticus*) off the land is the signal of the near approach of the cod, which eagerly pursues and devours it.

It was unusually productive this year, the catch having been equal to an average year at the Loffodens, viz., 15 millions of fish.

The collective result of the cod fisheries will be, at Loffoden, 21 millions ; in Finmark, 15 ditto ; in Romsdal, 4 ditto ; or about 40 millions as the total fishings for the year 1866, and which, computed at the current prices at the fishing grounds, represent about one million sterling.

The following Table gives the returns of the fishings since 1860 :—

Years.	Loffoden.	Finmark.	Romsdal.	Total Catch.
1861	20,000,000	5,000,000	3,500,000	28,500,000
1862	11,500,000	8,000,000	6,000,000	25,500,000
1863	17,500,000	3,000,000	4,000,000	24,500,000
1864	10,000,000	11,500,000	5,500,000	27,000,000
1865	19,000,000	9,000,000	9,500,000	37,500,000
1866	21,000,000	15,000,000	3,900,000	39,900,000

I am unable to obtain accurate information as to the fishings of any number of the previous years, but I annex a Table showing the extent of the export of cod fish and its products for the 51 years—1815-65—which may serve as a guide to ascertain the quantities fished in each of these years :—

Years.	Stockfish.	Clipfish.	Liver Oil.	Roes.
	lbs.	lbs.	Barrels.	Barrels.
1815-19	17,363,560	3,264,000	19,193	8,545
1820-24	22,847,360	9,690,240	27,265	..
1825-29	34,688,720	12,851,200	40,458	22,146
1830-35	36,301,440	14,887,480	27,468	21,742
1836-40	32,955,040	22,513,760	38,564	21,356
1841-45	27,315,560	18,505,960	49,004	22,863
1846	35,089,760	26,070,320	60,504	21,149
1847	33,315,400	24,047,480	53,932	21,533
1848	30,324,720	29,591,720	55,500	25,657
1849	36,365,560	26,214,120	59,910	23,957
1850	33,719,520	26,244,000	54,730	21,262
1851	42,676,240	32,468,160	39,509	31,233
1852	33,596,600	24,328,800	45,571	24,429
1853	32,879,120	29,414,760	53,127	35,230
1854	35,575,040	25,888,920	47,487	23,215
1855	32,748,960	44,636,680	78,304	30,668
1856	40,173,760	43,247,920	76,694	39,816
1857	34,216,680	51,925,520	55,298	19,739
1858	27,221,520	34,664,680	36,562	24,109
1859	22,763,440	41,410,680	56,894	24,954
1860	29,119,440	41,536,280	72,634	34,064
1861	27,390,960	40,271,080	67,551	30,591
1862	29,633,680	36,422,240	63,181	26,165

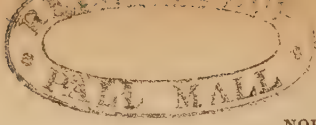
Years.	Stockfish.	Clipfish.	Cod salted in bulk in Ships.	Liver Oil.	Roes.
	lbs.	lbs.	Barrels.	Pots.	Barrels.
1863	26,609,320	36,075,200	57,680	5,570,711	31,456
1864	27,647,300	50,832,000	61,169	7,577,574	33,636
1865	37,228,600	54,918,560	33,771	9,030,221	37,941
1866	..	..	..	..	..

The Norwegian "pot," or quart, is equal to 0.2124 gallon.

The barrel is equal to 3.1862 bushels, or 0.3983 qrs.

The export of cod salted in bulk and bartered to the Russian traders of the White Sea, cannot be accurately ascertained; it is computed to average between 10,000 and 15,000 tons annually. The number of barrels above quoted is only the quantity cleared out from the custom-houses.

The following Table shows the countries to which the above fish goods were shipped in 1865 :—



To.	Stock Fish.	Clip Fish.	Cod in Bulk.	Liver Oil.	Roes.
	lbs.	lbs.	Barrels.	Qts.	Barrels.
Great Britain and Ireland..	24,000	1,478,800	..	343,997	..
Gibraltar	2,125,800	..	..	..	..
Sweden	5,762,000	1,800	2	76,640	..
Russia	2,012,280	..	33,769	684,460	..
Finland	602,240	..	..	2,400	..
Prussia	152,000	..	..	504,004	..
Denmark	230,800	4,240	..	138,010	..
Holstein and Altona ..	1,200	..	..	1,575,116	..
Hamburg	825,080	844,320	..	2,382,190	..
Lübeck	..	..	..	26,760	..
Bremen	12,480	218,240	..	213,480	..
Hanover	2,280	..	..	140,040	..
Holland	5,467,200	62,000	..	3,097,948	..
Belgium	1,868,560	5,200	..	146,460	..
Brazils	..	980,840	..	..	..
France	459,760	..	..	175,555	35,424
Spain	349,600	44,959,760	..	116,220	2,485
Portugal	..	2,223,480	..	..	30
Italy	4,670,920	..	..	6,960	..
Austria	1,999,120	..	..	..	..
Mediterranean	10,378,040	27,000	..	15,961	..
West Indies.. .. .	42,800	4,117,760	..	..	..
China	288,760	..	..	..	..

The export to China seems likely to increase, as the small shipments hitherto made have left a profit. A cargo of clipfish has this year been shipped from Bergen to Hong Kong, and the Norwegians appear hopeful of competing successfully with the Japanese in this article.

A considerable quantity of guano has of late years been made of the "débris" of the cod at the Loffodens. A native as well as a French company has been formed, in order to render it available as an article of export; their success, however, has been little encouraging, owing, I believe, to injudicious management, and the great difficulty of collecting the refuse at a moderate outlay; the fishing extends over a large extent of coast, which renders it difficult to bring a sufficiency of the raw material to the manufactory at a reasonable cost. The French have a considerable staff at the fishery during the season, and have erected at Kablevaag an expensive hydraulic press and other machinery, as well as store-houses, &c.

About 600 tons were exported during the past year.

To make this Report as complete as the materials at my disposal will allow, I will conclude by a short description of the gear and implements in use at the fisheries.

They are of the same description throughout the country, and consist of three kinds, viz., the deep-sea line, the ordinary line, and the link net.

The first is a simple hand line of about 600 feet, used in all places where the fish has made its appearance, but does not rise from the bottom; each boat is equipped with from three to five such lines, and manned by a crew of a similar number. The bait used is herring, roe, or the capelin, which last is considered much the best. False bait of shining tin, imitating the herring, is likewise used, and jerked up and down until the fish bites. The number taken in the 24 hours by such a boat averages about 250.

For ordinary line fishing a boat is used manned by six men and a boy, and provided with sufficient lines to carry 24 rings or sets of hooks of 120 each; the hooks are placed from four to six feet apart and baited

as the hand lines. When the approach of the cod is signalled they put out to sea to a distance of from seven to twenty miles, and either sink the lines to the bottom, or suspend them at a depth of 250 to 350 feet, according to the position of the fish. The ordinary catch of such a boat averages 350 in the 24 hours. For the link-net fishing a boat manned by six men and a boy is required. Each man has generally 10 nets, making 60 for the boat. The vertical measurement of the net is 12 feet, the horizontal from 100 to 120 feet, and the meshes measure fully three inches square; it is suspended by glass floats. 16 to 20 nets are linked together and placed out in the water at night, either near the bottom or otherwise, according to the position of the fish. The average number taken in the 24 hours by a link-net boat is 350; sometimes double that quantity.

Christiania, 1st November, 1866.

HERRING FISHERIES.

ALTHOUGH the herring fishery can hardly be considered the most important of the Norwegian deep-sea fisheries, inasmuch as there is a larger capital engaged in the cod fishery, yet it is carried on on a longer range of coast, and employs a greater number of hands than any other.

It is divided into three distinct branches, called the winter or spring herring fishery, the summer herring fishery, and the pilchard herring fishery. The first of these has, from the earliest times, been a source of riches to the inhabitants of the Scandinavian sea-board, and it is especially this spring herring fishery (so called from the season at which the fish make their appearance off the coast) which has always been the most abundant, and given employment to the greatest number of people, and it is, therefore, justly considered the most important.

The two other fisheries are of minor importance, and figure but little in the commercial annals of the country as an article of export.

The peculiarities of the summer herring differ in some respects from those of the spring herring, both as regards size, appearance, spawning time, and even in the shape of the fins and bone formation; these differences, however, are ascribed to the influence of the local circumstances under which they have been developed, and although naturalists have assigned to them different classifications as regards form, they have included them all in the genus "*Clupea harengus*," and consider them to be one and the same with the herring found throughout the North Sea.

I should probably be overstepping the limits of a succinct report of the nature of the present one, were I to endeavour to elucidate the questions as to the causes of the irregular appearance of the herring, and the unaccountable changes in the times and places of its apparition, or to dilate on the theories advanced as to where this fish sojourns during its long absence from the coast.

The solution of these queries is doubtless of importance, from their close connection with the question as to where the fish repair for spawning; but it must be left to science to solve satisfactorily these problems.

The belief was that the home of the fish was in the North Arctic Ocean, whence they issued at stated times to spawn on the shores of the Atlantic and North Sea; but it is now very generally accepted that their home is in the depths of the ocean in near proximity to the coasts where they spawn, and that their food are the crustacea and small sand cels abounding there.

In common with others of the finny tribes, each kind of herring,

impelled by a natural law, seeks at the spawning time the spots where it was bred ; this operation ended, it returns to its former haunts, which fact explains the appearance near the land of the different kinds of herring at different times and places. The fry remain for a while stationary near the place where they are hatched, but gradually return to the depths of the ocean as they increase in size, remaining there until they are mature for procreation, when they again visit the spot where they themselves first came into existence.

Upon the working of this natural law depends the yearly yield of the fishery, and it is not easy to account for the occasional total absence of the fish from their wonted haunts, and their subsequent as sudden re-appearance. This has at times not only been the case on the Norwegian coast, but also on that of Sweden, where the herring suddenly disappeared in 1808, since which time they have never reappeared in any quantity. So large, indeed, was the herring fishery in Sweden previous to that date, that in one year upwards of one million of fish were alone used for pressing train oil.

It is a circumstance worthy of note that the same year in which the herring disappeared from the Swedish coast the large fisheries commenced on that of Norway, and yet the Norwegian spring herring is of quite a different form from the fish taken in Sweden.

There have likewise been long periods in the last century during which no herrings were seen on either the Norwegian or Swedish coasts.

It is an incontrovertible fact that the herring fishery from the earliest times has been a chief source of support and wealth to the inhabitants of Scandinavia. As early as the ninth century we have accounts of successful fishings ; and again about the year 1416, a description of the application of salt as a preservative ; in the sixteenth century we are told that as much as 100,000 tons weight of fish were exported from Marstrand (near Gothenburg), and that the herring was so plentiful at Bergen about the middle of the same century that a barrel of the fish cost only about twopence English.

In 1567 the fish disappeared altogether, and it was not until the year 1700 that we have any authentic accounts of an abundant and regular fishery ; from this date until 1808 it fluctuated with longer and shorter interruptions, but since the total disappearance of the fish, as before mentioned, from the coast of Sweden in the beginning of the present century, an uninterrupted and extensive fishery has been regularly prosecuted on the coast of Norway.

It has been stated by many persons, whose arguments have been numerous and well supported, that the herring caught on the Norway coast was identical with that fished in the Swedish waters ; but facts appear to contradict this assertion. It is certain that the large fishings in Norway have always taken place in the months of January, February, and March, while those of Sweden have as invariably been carried on in October, November, and December. The induction, therefore, would be, that the form of the fish was different, and that it had a different spawning time, and was quite local to the shores of the Cattegat.

It might be interesting to investigate more closely the history of the herring fisheries of this country ; but fear of being led into too much detail impels me to curtail the subject, and to proceed to describe them as they are at present carried on, and give their practical results for the current year.

The coast between Lindesnæs (the Naze), and Stat, lat. 62° 10', is the chief home of the herring. To the east of the Naze it has only occasionally shown itself in the years 1760 and 1833 ; on the other

hand, a considerable fishery was formerly carried on to the north of Stat in the years 1736 and 1756; but since the momentous appearance of the large shoals in 1808 these fishings have fallen off. In the present century the most extensive fishings have been and are still carried on to the south of Bergen, round the island of Karm (Karmöen), from Skulesnæs; on both sides of the island, to Osuæsgavlén and the adjacent islets Fæs and Rovær; and on the mainland from Haugesund, past Sletten to Tjernagel; and along the south-eastern and western side of Bommel island (Bommelöen), from Baarlandsvaag to Hiskén, which range includes Espevær, also one of the best fishing grounds.

Although the fishings on this long range of coast have been abundant during the greater part of the present century, the fish have been capricious in their appearance at the different points along the coast, appearing in some years in large shoals at one spot, and totally abandoning others, which, for years, had been regularly visited. This uncertainty in the wanderings of the fish doubtless renders the result of the year's take equally uncertain; but, on the other hand, it cannot be denied that, were their habits less erratic, too great a number of boats and nets might congregate at one spot, and not only render the fishings difficult and dangerous, but still worse, impede the spawning of the fish, and probably frighten them away in search of quieter localities. The impression in this country is, that the future permanency of the fishings depends in some measure upon ignorance of their movements.

Explanations have not been wanting as to the capriciousness of their migrations, only one of which I will mention as appearing to me less imaginative than the others and that is the belief that the herring shuns places where the year previously large fishings have taken place, because large quantities of dead fish fall to the bottom and infect the water.

Instances are given where, in great shoals, masses of dead herring have sunk to the bottom, and where for many years afterwards no shoals have reappeared. One place in particular near Galten, south-west of Bergen, is pointed out, where one year between 20,000 and 30,000 herrings died from want of room for the shoal, and at which spot no fish have since been seen.

The real cause, however, has yet to be discovered, and more probably will be found to be in close connection with occult submarine agencies, with the abundance or scarcity of food, and with the storms and currents affecting the ocean.

The fishing population on the coast of Norway have a belief in certain "sights" or "warnings," according to which they predict the good or bad result of the next year's fishery, as well as the places where the shoals may be expected; for instance, the appearance of the "autumn whale" in large numbers augurs an abundant fishery in the following spring, and that the fish may be looked for in the places where the whales have been seen; the appearance likewise along the coast of large floating masses of slimy microscopical animalcula are supposed to indicate a plentiful fishery.

The only reliable warning, however, of the near approach of the shoals is the appearance of a small herring, called by the natives "strasild" (straw-herring), which is fished off the coast all the year round; when this shows itself in more than usual quantity, it is a sign that the spring herring are rising from the depths of the ocean, and may soon be looked for near land. Their actual approach is heralded by the shrill cry of the immense flock of sea-fowls, and the spouting of the numerous whales which eagerly pursue the shoals and prey on them.

The best fishings now commence in the month of January, and end

towards the close of the month of March. The fishermen, with some show of reason, affirm that they are best when the moon is on the increase. The fishings began this year early in January, but, during nearly the whole of this month, the weather was so tempestuous that it was both difficult and dangerous for the boats and craft to put out to sea; the fishings in consequence were greatly impeded, and many accidents occurred; twenty men lost their lives by drowning. On the 17th of the month the first large shoals appeared, but the weather continued so boisterous that the use of trawls or seines was to a great extent prevented, and the most fish were taken by drift nets.

The most extensive fishings in the Southern district (which, in the latter years, have been at Rovær) took place this year on the south side of Karmøyen; on the north side they were insignificant. The chief resort, however, of the fish was at Kinn, in the northern district; they did not seek smooth water, nor enter the sounds and smaller fjords in any quantity, but wherever any considerable fishings did take place the men had a hard task to empty their overflowing nets and dispose of their produce in time for the next day's labours. The fishings at Kinn only lasted from the 11th to the 14th February, but 2,000 boats and 15,000 men engaged in them, and 200,000 barrels of fish, or more than one-fourth of the total catch of spring herring, were caught in this short time.

As a proof of how profitable the fishings can be at times, I will mention that, at Skudesnæs, several boats earned as much as 700 dollars each, and that six boat gangs, from Lister, netted about 1,000 dollars a piece (224*l.*). At the Hviting islands the shoals were so thick that a boat fished 183 cwt. in one day; and in another place so large a shoal appeared, that after 1,000 tons of fish had been taken, no sensible diminution in its extent could be perceived, and the impression is, that the shoals were larger this year than usual, a fact which seems borne out by the unusually large number of whales and sea birds that visited the coast.

The total quantity of herrings fished was fully 750,000 barrels, of which 600,000 were salted for exportation, the remainder represents the home consumption. The barrel contains about 224 lbs. English, the catch, therefore, in weight is equal to 75,000 tons.

The proximity of the fishings to the principal salteries greatly facilitated the immediate curing of the fish, and it is expected that this year's produce will be of a superior quality. It is now, I believe, generally admitted, that the cure of the Norwegian herring is excellent, and that careful sorting and packing have given it a better name on the foreign market than it formerly had, but in many parts of the country the curing is still carelessly done; the fish are good enough in quality, but they are suffered to lie too long in heaps, and the full barrels are often left open, exposed to the action of the weather.

The Government Inspectors have endeavoured to replace the old system of counting the fish by measuring, and suitable appliances for the purpose were this year placed at the different stations; the herrings are now counted as they are taken out of the nets, and are sold to the buyers (who follow the fishing boats), at the rate of 480 fish to the barrel.

The average price paid at the fishing grounds was 10 to 11 marks per barrel of herrings (9*s.* to 10*s.*) for drift net fish, but in exposed situations where the buyers' craft could not keep the sea for want of harbours, the price fell as low as 4 to 6 marks (3*s.* 5*d.* to 5*s.* 5*d.*) The increased competition and the use of the telegraph tended this year to equalise prices at all the stations.

The result of the fishery is unusually good; the catch was very nearly

the largest ever taken, and the price obtained very remunerative. If we take the total quantity fished, viz., 750,000 barrels, at an average price of 2 dollars, we obtain a sum of upwards of $1\frac{1}{2}$ millions of dollars as the earnings of the fishermen. The profits of the speculators who again sell the fish to the salters, and those of these latter and of the numerous hands employed on shore in its further preparation may be estimated at another half million, making two millions of dollars as the value of the herrings taken this year before their appearance in the market as an article of export. Their value a few months later at the Baltic ports has been between four and five dollars the barrel, therefore, if we take the quantity as likely to be exported this year at 600,000 barrels, and multiply this by $4\frac{1}{2}$ dollars, we obtain a sum of 2,700,000 dollars, which represents the minimum amount of foreign capital brought into the country by three months successful fishings; of this sum about 170,000 dollars represent the portion that probably falls this year to the share of the native shipping.

In order to arrive at the annual money value to the country of the herring fisheries, I will take the average export of the last few years, as well as the average price and estimated extent of the home consumption; the result will be as follows:—

	Barrels.	Dollars.	Dollars.
Spring Herrings, Yearly Shipments, ..	600,000	at 3	1,800,000
" " Home Consumption ..	100,000	2	200,000
Summer Herrings, Yearly Shipments ..	200,000	4	800,000
" " Home Consumption ..	100,000	2½	250,000
Pilchard Herrings	20,000	2	40,000
Anchovies (<i>clupea sprattus</i>), kegs ..	20,000	0½	10,000
			3,100,000

The shipping prices are taken as "free on board" in Norwegian harbours. To the above sum must be added the amount earned in freights, which cannot be less than 200,000 dollars, making a total of 3,300,000 dollars, as the annual value to the country of these fisheries alone, and which I believe to be underrated; for, in some years, the export has reached as much as 900,000 barrels, and prices on foreign markets have gone up to 7 dollars per barrel.

It has attracted some attention in this country, that the British fisheries, which, it appears from the returns, were formerly on a par with those of Norway, should have exceeded them in produce during the last few years; this is attributed to the fact of the employment of a greater number of hands and nets to each boat.

Considerable entanglement and loss of gear took place ; in one night, at Kinn, upwards of 2,000 nets were lost, of a value of between 6,000 and 8,000 dollars. The Inspector's salvage account shows that the expense of recovering lost property amounted to 1,017 dollars 82 skillings, and that the produce of the sale thereof brought in 1,066 dollars 6 skillings. Fifty-five fines were inflicted for the following offences ; they varied in amount between 1 and 100 dollars, and were of the following nature :—

- 24 for being at the fishing grounds at prohibited times.
3 for placing out seines at prohibited times.
2 for having gear in the water at prohibited times.
1 for having placed out gear over a seines floats or marks.
2 for cutting other men's nets without properly fastening them again.

- 1 for throwing out ballast contrary to regulation.
- 2 for proceeding to the fishing grounds in a craft having gear in tow.
- 9 for breaches of the peace.
- 11 for illegal sale of spirituous and malt liquors.

55 fines, amounting to 792 dollars, of which 672 dollars fell to the state, 70 dollars to the local poor boxes, and 72 dollars to the informers. The expense incurred by the state for superintendence and extra judicial officers was 8,758 dollars 53 skillings.

The fishings have, of late years, extended over a longer range of coast than formerly, and the want of proper lights and harbours of refuge has been much felt. The Government have now decided upon expending a certain sum of money for the purpose of remedying the evils their non-existence occasions; and when the works they have projected are completed (including a harbour of refuge at Udsire), it is expected that the produce of the fishery will be much increased. In the interest of the fisheries in general, they have likewise decided on extending the telegraphic wires to the Russian frontier, notwithstanding that this work will involve a large and unremunerative outlay, for the line will pass through but few and unimportant towns, separated by large and sparsely populated tracts of country.

As far as I am aware, the application of the telegraphic wire in aid of the fisheries is peculiar to Norway; and as it has already been of great utility in this respect, a few words concerning its operation may not be out of place in this Report. As I have already endeavoured to explain, the deep sea fisheries take place from the Naze to the Varanger Fjord, the most important of them between Stavanger and this last named Fjord, extending over a range of 1,200 miles of coast; some of them are variable both as regards time of year and locality; others recur at stated periods, but with lesser oscillations with respect to time and place.

The population directly and indirectly interested in the fisheries, is probably not less than 150,000, and the fishermen actually engaged in them at one time not less than 60,000. These latter move to-and-fro with their boats along the coast, according to the reports they hear of the so called "sights," *i.e.* straw herrings, sea birds, whales, &c., &c.; and formerly—before the telegraph was impressed into their service—the inability to test the accuracy of the reports, and the great distances they had to traverse before reaching the neighbourhood of the shoals, were the cause of endless disappointments and failures, and the catch was frequently lost for want of hands to capture the fish. This is now all changed as far as the herring fishery is concerned. Telegraphic stations are now erected, or are in course of erection, at the principal points along the coast, and the Inspectors cause daily notices of the appearance and position of the shoals to be posted up at each station, and keep up constant communication with all those stations now in operation. "Field" telegraphs are kept in readiness to be joined on to the main line, and thus the slightest movements of the shoals are carefully watched and communicated, and it is a curious sight to witness the sudden exodus of thousands of fishermen with their train of buyers, salters, &c., with boats, barrels, and appliances, hastening to a distant place at the call of the wire. The men seem to prize highly this valuable coadjutor, and when the catch is chiefly attributable to its agency, they call the fish "Telegraph herrings." The Inspectors likewise, every morning, post up at the different stations a statement of the quantities fished, and quotations of prices paid per barrel, which they continue to do until the spawning time is passed, which is indicated by the milky appearance of the water.

Although the herring is fished during three months, the chief fishings

only extend over about six weeks, during which from 10,000 to 20,000 tons are taken weekly.

The benefit likely to accrue from the use of the telegraph is incalculable, for it is not only likely to increase the yield of the great annual cod and herring fisheries, but it will enable the scattered dwellers along the coast and on the shores of the large Fjords to assemble at given spots during other seasons of the year, and to prosecute with advantage the minor but numerous other fisheries of the country, especially that of the fat and much esteemed summer herring, which, in plumpness and delicacy of flavour, fully competes with the Dutch or "North herring."

The quantity of spring herring fished during the last twelve years, was as follows:—

	Barrels.
In 1855	420,000
1856	320,000
1857	320,000
1858	400,000
1859	610,000
1860	730,000
1861	365,000
1862	740,000
1863	730,000
1864	590,000
1865	685,000
1866	750,000

I have no means of ascertaining the extent of the fishings of any number of previous years, but the following Table of the quantity exported since the year 1816 will give an approximate idea of it, if it be borne in mind that scarcely more than one-seventh of the gross catch, is consumed in the country, and that in some years the export has been fully equal to the year's take:—

	Barrels.
In 1816 to 1820, average export	95,850
1821, actual export	269,197
1822	237,355
1823	298,409
1824	172,281
1825	244,508
1826	260,912
1827	359,459
1828	450,906
1829	347,870
1830	260,095
1831	416,870
1832	523,151
1833	622,368
1834	632,797
1835	430,712
1836	386,270
1837	643,959
1838	322,144
1839	346,930
1840	648,619
1841	487,554
1842	567,922
1843	368,947
1844	732,960
1845	584,142
1846	712,565
1847	556,180
1848	431,868
1849	698,747
1850	490,591

					Barrels.
1851, actual export	..	..	..	..	659,986
1852	"	..	..	..	516,156
1853	"	..	..	..	511,488
1854	"	..	..	..	427,759
1855	"	..	..	..	469,868
1856	"	..	..	..	480,852
1857	"	..	..	..	415,831
1858	"	..	..	..	478,677
1859	"	..	..	..	605,577
1860	"	..	..	..	685,384
1861	"	..	..	..	366,571
1862	"	..	..	..	744,658
1863	"	..	..	..	734,075
1864	"	..	..	..	549,871
1865	"	..	..	..	630,467
1866	"	..	..	..	(about) 600,000

The above Table does not include the summer herring, of which as much as 200,000 barrels are sometimes exported.

I annex likewise a Table showing the chief countries which imported Norwegian herrings in the years 1863, 1864, and 1865.

Nation.	In 1863.		In 1864.		In 1865.	
	Spring Herring.	Other Herring.	Spring Herring.	Other Herring.	Spring Herring.	Other Herring.
	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
Great Britain	4,179	2,762	21,125	19,642	32,549	6,815
Sweden	230,470	33,207	203,381	43,407	215,670	21,417
Russia	295,735	7,764	182,189	7,092	201,462	11,907
Finland	18,148	1,301	2,059	1,967	4,478	232
Baltic Ports	..	2,590	..	3,053	1,305	3,829
Prussia	182,522	76,564	133,596	96,782	166,662	91,114
Mecklenburg	..	2,253	1	5,276	357	6,434
Denmark	2,133	42,663	3,066	26,557	2,557	46,928
Sleswig	..	..	..	2	..	4
Holstein	..	2,490	..	454	..	34
Hamburg	681	9,414	1,184	17,801	2,229	16,057
Lubeck	..	1,919	434	596	..	342
Hanover	..	..	10	305	550	130
Belgium	92	..	227	30	455	42
Mediterranean	..	..	..	..	400	..
United States	33	445	..	536	..	5
Holland	77	374	2,643	831	3,951	4,508
Bremen	..	1	..	300	..	..
Total	734,075	183,747	549,915	224,631	632,625	209,798

Sweden, Russia, and the Baltic ports are the chief markets for the Norwegian herring. Attempts have been made to ship to Leghorn, the Black Sea, and Madeira, but the results have not been encouraging. Of late years shipments have been made to England, but it appears that the prices obtained there are low, and the demand depends to a great extent upon the result of the Scotch fisheries. The English, it seems, only purchase what they call here "round salted" herrings, which they afterwards smoke, and the Norwegians are turning their attention to the possibility of themselves smoke-curing, with a view to finding a good market in England and Holland, and through this latter country in Germany, where smoked herrings are consumed in very large quantities.

The Scotch and Dutch herring command a higher price on foreign markets than the Norwegian does; but this fact does not, it appears,

injure the demand, for the consumption of the former kinds is principally limited to the better or middle classes, whereas the latter, which is a cheaper, and at the same time a good article, is chiefly consumed by the masses.

The herring export trade has hitherto been pretty nearly concentrated in a few hands in Bergen, Stavanger, and Haugesund ; but since the opening of the railway to the frontier Christiania has begun to engross a large portion of the trade with Sweden.

The method of the capture of the herring is by means of drift nets and seines or enclosing nets, called also, I believe, trawls. The drift net boats are manned by a crew of four or five men, and the usual practice is to carry in each boat 20 to 25 nets. In the northern fishing district there are sometimes only 15 to 18 nets to a boat. The nets are from 60 to 74 feet long, and have meshes measuring about an inch from knot to knot, or 10 to 12 squares to the foot. The depth of the net is between 100 and 150 meshes. Two sets of such nets of three each are fastened together, and are called a link ; they are kept up by buoy ropes with cork floats, and are sunk by common stones attached to them, either right to the bottom or not, as circumstances require : they are placed out in the evening and drawn in in the morning, remaining all night in the water drifting with the current.

As much as 40 cwt. of herrings may be taken in "a link," and even as much as 20 to 24 cwt. in a single net. Day fishing is likewise practised when the herring are chased by the whale or cole-fish (*Gasus virens*.) A drift net boat has often several links in the water at one time, but in many cases one is found sufficient to load the boat. An ample reserve of nets is always necessary, for the entanglement and loss of tackle and gear is at times so considerable that masses of entangled nets are found so large and compact that several persons can stand on them without sinking.

The drift nets are generally made of common hemp twisted double or triple and tanned with birch or oak bark. I should mention before quitting this subject that the average take of a drift net is about 1,000 fish. The seine or enclosing net was used in Norway as early as 1820, since which time it has been employed side by side with the drift net in the herring fishery.

A complete set is composed of three nets, viz. :—one large one measuring 100 to 120 fathoms in length and 16 to 20 fathoms in depth ; a lesser one of 80 to 100 fathoms long and 14 to 15 fathoms deep ; and a still smaller one measuring only 35 to 40 fathoms by seven to nine fathoms in depth. A separate boat is required for each of these nets (of which the largest must have a tonnage of 80 to 100 barrels), besides smaller boats carrying a quantity of ropes, tarpaulins, grappels, landing nets, scoops, white painted boards, buoys, &c., and other requisites. The gang numbers 25 to 30 men, and their complete equipment with nets, boats, &c., as above described, costs between 1,500 and 2,000 dollars (£337 to £450). The gang elect from among their number a "leader," upon whose activity and special knowledge depends the success of the seining. It is he who, from the deck of the lodging-boat (which always accompanies the fishermen, gives the signal of the approach of the shoal, and decides when the operation is to commence, which he wholly directs. The method of using these nets is probably so well-known in Scotland that it is unnecessary for me to describe it here ; but I may remark that the quantity of fish a seine gang, such as I described, can take, rarely exceeds 600 to 800 barrels in a day without extra assistance.

Fishing with seines is more uncertain than with drift-nets, and it frequently happens that, owing to stormy weather and other causes,

seines catch nothing at all ; but on the other hand they can be very successful, and there are instances of one single "lock" or enclosure containing 20,000 to 30,000 barrels. This uncertainty, however, and the large capital required to fit out a seine gang limits their use. The relative number of drift net and seine gangs that fished this year has already been stated in a preceding part of this Report.

The boats used in this fishery are one-masted open boats, carrying jib, fore and mainsail, and measuring about 30 feet by 10 feet : the depth of hold is from $3\frac{1}{2}$ feet to 4 feet ; they are chiefly built for sailing, but carry oars, and are made of fir or pinewood. Their cost is about £27.

Numerous and animated controversies have taken place on the relative merits of the two modes of fishing, with a view to determine their influence on the future permanency of the fisheries, and on the ulterior quality of the herrings as a marketable article, but the arguments are too numerous to be embodied in the present statement, and may more appropriately form the subject matter of a subsequent communication ; I will therefore conclude this Report by stating that there are no legal prohibitions in this country against the use of any kind of nets, either as regards description, measurement, or size of meshes ; but the existing laws, nevertheless, enforce certain restrictions as to the mode of using them, which clearly encourage the employment of the drift net to the detriment of the seine.

As I have already stated in my recent Report on the Cod Fisheries the tendency of the legislation of this country is to remove the restrictions which still interfere with the free prosecution of the fisheries ; and as the latest law concerning the herring fisheries dates from 1851, it is probable that when the alterations which it is proposed to effect in the laws regulating the cod fisheries are made, this law will likewise be included in the same revision.

Christiania, November 16, 1866.

UNITED STATES.

BRUNSWICK, GEORGIA.

Consul Tasker Smith to Lord Stanley.

My Lord,

Savannah, 19th December, 1866.

IN obedience to the instructions contained in Mr. Murray's despatch, of 15th November last, I have the honour to transmit herewith to your Lordship a Report upon the commerce of Brunswick, in this State.

The information contained in the Report has been in great part furnished by Mr. E. G. Westmorland, the gentleman whose name was submitted to your Lordship in the petition from the merchants of Brunswick relative to the appointment of a British Consular officer at that port.

Last year I myself had the matter in contemplation, but British interests there were not then sufficient to warrant me in addressing your Lordship's predecessor thereon. As, however, testimony has now been offered to me that the lumber-trade carried on in British ships from Brunswick is fast on the increase, I very respectfully indorse the petition before mentioned, adding to it the suggestion, that if your Lordship should deem a Consular agent necessary, I may be instructed to include in his district the port of Darien, twenty-miles distant by land, in the same manner which obtains in the case of the Collector of United States' Customs.

I have, &c.,
(Signed) WM. TASKER SMITH.

Report upon the Trade of Brunswick, Georgia, for the Year 1866.

BRUNSWICK, situated seven miles from the sea, between the Altamaha and Satilla Rivers, as a port enjoys more natural advantages than any harbour south of Norfolk, having 23 feet of water over the bar, and 16 feet up to the city.

The town itself was entirely deserted and destroyed during the recent war, and has been only partially reconstructed during the last twelve months, a few houses and seven sawmills constituting its present extent, which, however, is likely to increase with the usual rapidity of small American towns, when business attracts people to the spot.

The neighbourhood abounds in pine timber, inexhaustible in quantity and of the finest quality; and this timber is the foundation of the trade which Brunswick is developing.

Darien, 40 miles distant by sea, 25 by land, has, until lately, done the greater portion of the business in timber; but, being situated on fresh water, the climate is not healthy; and this circumstance, coupled with the superior harbour advantages of Brunswick, has recently induced many leading merchants to transfer their business to the latter port, where the lumber-trade facilities render it a favourite resort for vessels disappointed in getting homeward cargoes in the West Indies.

During 1866, nineteen vessels, with an aggregate of 4,546 tons, have cleared for various ports, carrying 3,142,000 feet of lumber, valued at 43,988 dollars, or about 6,330*l.* sterling.

Out of these vessels, six were under British colours, five being Colonial and one Imperial. Besides the vessels despatched, there are in port this present month of December, five vessels, out of which three represent British Colonial, and one British Imperial, interests; and thirteen British vessels, all Imperial, are reported on their way to Brunswick.

The trade of the port is at present exclusively a lumber one; the vessels above-mentioned mostly arrived in ballast, or bringing only goods sufficient to supply local demands. This contraction of trade to one export article is expected, however, to be of short duration, the State Legislature of Georgia having lately passed a Bill granting aid for the completion of the Brunswick and Macon Railway, which, within about a year, will place Brunswick in communication with Florida, Alabama, and Mississippi, opening up a great cotton country, of which Macon would be the central point, and Brunswick the seaport.

In concluding this brief report, Her Majesty's Consul begs to state that, from all accounts which he has gathered in, the commerce of Brunswick will be an increasing one, and that, although the merchants who petitioned the Secretary of State were in error in stating that it was necessary for British ships to proceed to Savannah to procure clearances, the fact being that, in the absence of a consular officer, no other clearance is required save that of the Collector of Customs, yet the presence of Imperial and Colonial vessels, and the prospect of an augmented number under the flag, when cases may confidently be expected to occur which would call for official aid and authority, may decide Her Majesty's Government to sanction the appointment of a resident Vice-Consul.

Savannah, December 19, 1866.



COMMERCIAL REPORTS

RECEIVED AT

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ITALY.

ANCONA.

Report by Mr. Vice Consul Gaggiotti, on the Trade and Commerce of Ancona, for the Year 1867.

WAR and quarantine during the past year caused a perfect stagnation in the already declining commerce of this town.

Coal has been the only article introduced worthy of notice. Towards the end of the year, a few cargoes of wheat were exported to England, with very fair freights, averaging from 5s. direct port, to 5s. 6d. per quarter, for orders. The coal imported has been totally used for Government purposes, local consumption being limited to a very few cargoes.

The crop of wheat has been abundant; Indian corn scarce. Of the recolte of 1865, nothing hardly remained at the commencement of 1866. This year's crop of wheat found buyers, at the beginning of the season, at very moderate prices, say 16 francs the hectolitre (about 40s. per quarter); the prices ascended to 18 francs (44s. per quarter), in consequence of Government requiring supplies for the military. Commissions received from England caused the prices to increase to 20 and 21 francs, (50s. per quarter). In addition to commissions from England, others were received from the Roman Government, thus causing wheat to increase to 22 and 23 francs the hectolitre (65s. the quarter), and which prices are still stationary.

Indian corn was not sought for. At the commencement of the season prices realised were 13½ francs, which gradually increased to 14½ francs the hectolitre (35s. the quarter), and which prices are considered also stationary, though with little or no demand.

The exportation of grain this year is close upon 8,000 quarters.

No exportation of Indian corn has taken place, the small quantity that existed being required for home consumption

Beans also have been scarce, but the crop has always been limited; the people not making great use of them, and none being exported. The prices for beans have almost always been stationary, say 14 francs the hectolitre (34s. the quarter).

French beans have also been scarce, and the prices were 10 per cent. above those of 1865. The prices realised have been 20 francs the hectolitre (48s. the quarter).

Grape was gathered in long before its usual time, and the result shows a great decrease in proportion to other years' gathering. The want of rain was entirely the cause of the decrease, the want of which was not only felt in the rural districts, but also in the town; no pipe-water existing, and the inhabitants depending upon springs and wells. Water for the inhabitants during the summer was brought by railway in barrels, from a distance of ten miles, causing a great outlay upon the part of the municipality.

The grape was small in proportion to other years, but exceedingly pulpy, and of excellent quality. Wine, as a natural consequence, towards the end of the year, increased in price.

Surveys have been ordered for the construction of a basin in the harbour, the money for which was voted by Parliament two years ago.

This year, 1867, is the last for Ancona as a Porto Franco ; therefore, great energy must be shown, in order that bonded stores and warehouses are ready for the new state of things in 1868.

The streets of Ancona are now being paved with large blocks of soft stone, brought from Istria, which is a great improvement upon the old system of small blocks.

Houses are still continuing to be built, though the present accommodation is quite sufficient.

Ship-building is a thing never thought of ; the reason alleged being that the commerce of Ancona has so decreased, that it is out of the question.

During the year, the line of railway from this to Rome was opened for traffic. The distance, 285 kilometres (190 miles) is done in twelve hours.

This makes three lines of railway now open : one to Bologna, one to Southern Neapolitan Provinces, and the last to Rome.

A new article of industry for this part of the world, and which I have every reason to believe will one day become very important, has lately been introduced.

The article is called "toccolina," a sort of petroleum, produced from a place named "Tocco Casawria," near Pescara, in the Southern Neapolitan Provinces. It was discovered by an enterprising citizen of this town, who, I have every reason to believe, intends to carry out his new discovery of Italian petroleum. The gentleman himself has placed at my disposal a few written observations, which I have great pleasure in translating from the Italian idiom.

It appears that this oil—or, as it is now called, "toccolina"—for many years was the subject of attention of many eminent men, but who, for the want of means or of energy, could not carry out any formed project. The people living near the place paid little or no attention to it, satisfying themselves with gathering some of the liquid, and using it as asphalt for pavements ; the rest, which was greatly increased by heavy rains, finished by finding its way into the sea.

Experiments made upon this bituminous substance by eminent men of the art, both English, French, and Italian, agree that it is likely to offer a serious competition to American petroleum, not only in price, but in quality. We have seen already its effects in Ancona, by the reduction that has taken place in American petroleum.

The idea is, to form a company, with a moderate capital, in order to properly work this important branch of industry. Experience has proved that 90 per cent. of the raw liquid, after being distilled and refined, can be made use of ; whereas American oil can produce little more than 60 per cent. from the raw material.

The flame produced from this oil is brighter than from any other yet seen.

If a company is formed, the projector's idea is to divide the raw substance into three classes :—

1st. Distil the oils that follow in the distillation of the bewzine in such a manner that all can be adapted to lamps.

2nd. Reduce the bewzine perfectly not inflammable.

3rd. To make soap of the heavy liquids.

A distillery has been built upon a small scale at Porto Recanati, a few miles from Ancona.

The secret of refining, which is a peculiar one, none but the projector knows, though he offers to any company that may form, in order to carry out upon a larger scale this profitable industry, the benefit of his experience and advice.

"Toccolina" is now sold, and finds ready purchasers, at 70 francs the barrel of 100 kilogrammes.

Specimens are to be sent to the near Paris Exhibition.

During the year more cargoes of sugar than usual arrived, in consequence of an increase in the octroi taking place in the year 1867.

Sugar found ready purchasers at 92 and 94 francs the 100 kilogrammes, equal to 37s. per cwt. The octroi upon sugar this year 1867 has increased to 4s. the cwt. Other articles have been increased proportionately.

Sugar is considered one of the most active branches of local industry, especially as that article is now received in entire cargoes direct from Holland, but which, heretofore, was received from Trieste at extra cost.

All the iron trade of Ancona is connected with England. English iron is held in very good esteem, finding readier purchasers than for that of any other produce.

The iron generally received consists of bars, bundles, sheets, hoops, and nail-rods. Prices averaged during the year—bars, 10s.; bundles, 12s.; nail-rods, 12s.; hoops, 14s.; and sheets, 16s., per cwt.; with 4 per cent. discount, or six months' bill. Iron trade is considered a very safe one in this town, not on account of the profits derived from the sales, but from the solid characters of the purchasers and sellers.

An agency has been established here for the sale of copper produced from a mine in Monte Catini, in Tuscany, worked by an English house. The quality of the copper is excellent, and exported to all parts of the world, especially to England.

The price of this copper is fluctuating, being regulated according to the rise and fall of the prices in English and foreign markets.

The medium during the year has been 92*l*., and at present 93*l*. sterling per ton, cash.

Ancona, January 31, 1867.

MADAGASCAR.

Report by Mr. Consul Pakenham, on the trade of the East Coast of Madagascar, during 1865.

WHILST the value of British imports to the coast of Madagascar rose, in the year 1865, to 40,082*l.* 9*s.* 9*d.*, being an increase of 7,351*l.* 9*s.* 9*d.* on the previous year, that of exports declined from 72,677*l.* in 1864, to 66,873*l.* 2*s.* 2*d.* in 1865; showing a decrease of 5,803*l.* 17*s.* 10*d.*

The nature and description of both imports and exports will be found in the following statements:—

STATEMENT of British Imports to the East Coast of Madagascar during the year 1865.

Articles.						Quantity.		Value.		
								£	s.	d.
Apothecary Wares	..	..	..	..	..	..	..	278	2	0
Apparel ..	..	..	..	..	No.	..	..	574	0	0
Arms and Ammunition:—										
Muskets	..	..	..	..	..	22		88	0	0
Pistols	..	..	..	..	..	4		8	0	0
Shot lead	..	..	..	..	cwt.	2		4	0	0
Bags, Empty Gunny	..	..	..	..	No.	2,000		60	0	0
" Straw	..	..	..	..	..	1,400		10	0	0
Beer, Ale of all sorts	..	..	..	..	doz.	400		167	10	0
Books, printed	..	..	..	..	..	29 cwt. 1 qr. 1 lb.		183	0	0
Bread and Biscuits	..	..	..	..	cwt.	3		4	10	0
Brushes and Brooms	..	..	..	..	..	..	..	0	10	0
Butter	..	..	..	..	lbs.	10		1	0	0
Cabinet and Upholstery Wares..	..	..	..	..	..	..	..	84	0	0
Candles, Composition	..	..	..	..	lbs.	300		16	0	0
Wax and Sperm..	..	..	..	..	..	100		4	0	0
Cement	..	..	..	..	cwt.	21		7	0	0
Coffee	..	..	..	..	..	2 cwt. 1 qr.		9	0	0
Confectionery	..	..	..	..	..	..	..	42	6	0
Copper, Sheets and Nails	..	..	..	..	cwt.	12		24	0	0
Cordials and Liquors	..	..	..	..	gals.	229½		110	10	0
Corks and Bungs..	..	..	..	..	gross	70		3	0	0
Wheat Flour	..	..	..	..	..	53 cwt. 3 qrs.		52	0	0
Cotton, Manufactured Plain	..	..	..	..	yards	834,032		13,342	3	6
" " coloured	..	..	..	..	..	339,874		7,064	0	0
Counterpanes and Bedquilts	..	..	..	..	No.	1350		170	0	0
Earthen and China Wares	..	..	..	..	pieces	36,038		524	4	0
Fruits of all sorts	..	..	..	..	..	..	..	2	0	0
Glass and Bottles, empty	..	..	..	..	..	86 gr. 9 doz. 3		23	0	0
Window	..	..	..	..	panes	2,305		288	0	0
Ware	..	..	..	..	pieces	2,402		80	0	0
Glass, Looking, and Mirrors	..	..	..	..	No.	1		5	0	0
Groceries	..	..	..	..	..	..	..	165	0	0
Haberdashery, Mercery, and Millinery	..	..	..	..	..	..	..	5,073	8	0
Hardware and Cutlery	..	..	..	..	..	..	..	1,152	15	0
Hats, Felt	..	..	..	..	No.	600		80	0	0
Iron, Wrought Nails	..	..	..	..	cwt.	19		20	0	0
" of other sorts, Wrought	..	..	..	..	..	136		121	0	0
Leather, Wrought Boots and Shoes	..	..	..	..	pairs	203		42	0	0
Lime	..	..	..	..	cwt.	30		3	0	0
Musical Instruments	..	..	..	..	..	..	..	74	0	0
Oakum	..	..	..	..	cwt.	2		2	0	0
Oil Olive	..	..	..	..	gals.	25		9	8	

IMPORTS into Madagascar during 1865—*continued.*

Articles.	Quantity.	Value.		
		£	s.	d.
Oil Painters' and Dyers' Colours and Materials .. ..	.. ..	113	8	0
Paper, Stained for hanging rolls	2	48	0	0
Pickles and Sauces .. ..	.. ..	258	0	0
Pictures, viz., Oil Paintings, &c. .. ..	.. ..	15	0	0
Pitch and Tar barrels	2	2	0	0
Plaster of Paris cwt.	5	5	0	0
Printing Types and Materials .. ..	.. ..	72	0	0
Provisions, Preserved .. ..	.. ..	896	10	0
Salt	1,100 tons 9 cwt.	1,151	6	0
Soap	46 cwt. 2 qrs. 26 lbs.	76	1	0
Sheathing Paper or Felt .. ..	.. ..	4	0	0
Spirits, Brandy gals.	429 $\frac{3}{8}$	124	10	0
" Rum	118,817 $\frac{3}{8}$	5,946	10	0
Stationery .. ..	.. ..	214	0	0
Stones, Marble No.	2	20	0	0
" Slates	608	9	0	0
Tin, Unwrought cwt.	12	54	0	0
Tin Plates .. ..	.. ..	481	0	0
Tobacco, Manufactured lbs.	120	4	0	0
" Segars	10	2	0	0
Umbrellas, Cotton .. ..	.. ..	32	0	0
Vinegar gals.	33	2	8	0
Wine	71 hds. 157 doz.	468	5	0
Wood, Casks empty No.	30	6	0	0
Wood-ware .. ..	.. ..	9	0	0
Blankets, Woolen	825	81	5	0
Woolen Cloth yards	80	16	0	0
Total .. ..	.. ..	£ 40,082	9	9

STATEMENT of Exports from the East Coast of Madagascar to the Mauritius during the year 1865.

Articles.	Quantity.	Value.		
		£	s.	d.
Animals, Cows and Oxen No.	10,200	5,093	0	0
" Sheep	28	28	0	0
" Swine	323	272	10	0
Apparel .. ..	.. ..	122	10	0
Bags, Empty Gunny No.	2,000	11	1	0
" " Straw	173,813	529	12	0
Basket and Basket Work .. ..	.. ..	50	19	0
Beef, salted	125 cwt. 2 qrs.	142	8	0
Canes and Sticks .. ..	.. ..	2	0	0
Caoutchou .. ..	.. ..	1	0	0
Coffee	2 cwt. 2 qrs.	7	10	0
Confectionery .. ..	.. ..	0	4	0
Corn, Grain, and Beans	7 cwt. 2 qrs.	5	8	0
" " Maize cwt.	19	7	0	0
" " Peas	4	2	0	0
" " Rice bags of 164 lbs.	16,817,113	10,820	13	0
Cotton Manufactures, coloured yards	3,600	72	0	0
Earthen and China Ware pieces	426	4	4	6
Fish, dried and salted cwt.	903	47	2	0
Fruits, Pistachio Nuts	1 qr. 20 lbs.	0	6	0
" Fresh .. ..	.. ..	6	0	0
Glass Bottles, full gross	2	1	4	0
Gum, Copal cwt.	35	35	0	0
Gutta Percha .. ..	.. ..	1	11	0
Haberdashery, Mercery, &c. .. ..	.. ..	69	0	0

EXPORTS from the East Coast of Madagascar during 1865—*continued.*

Articles.				Quantity.	Value.
					£ s. d.
Hardware and Cutlery					6 0 0
Hats, Felt	No.	600			80 0 0
„ Straw		13,302			184 19 0
Hay and Straw	bales	440			4 6 0
Hides, Raw	No.	712			253 5 0
Honey					0 10 0
Hulls of Vessels (abandoned)	No.	2			580 0 0
Iron, old for manufacture	cwt.	200			5 0 0
Juice of Lemons or Limes	gals.	141			6 4 0
Lard	lbs.	15			0 10 0
Leather, unwrought		189 cwt. 2 qrs. 4 lbs.			546 7 0
„ of all sorts					36 0 0
Mats and Matting					241 12 6
Oil, Neatsfoot	gals.	5			1 0 0
Painters' and Dyers' Colours and Materials					2 3 0
Pickles and Sauces					10 2 0
Pork, salted		2 cwt. 1 qr.			4 0 0
Provisions, preserved					0 4 0
Rabannas	pieces	47,935			607 6 0
Rosin, rough	cwt.	22			11 0 0
Specimens illustrative of Natural History					14 0 0
Spices, Cinnamon		2 qrs. 18 lbs.			1 8 0
Starch		736 cwt. 2 qrs. 6 lbs.			397 1 0
Tallow	cwt.	4			5 0 0
Tobacco, unmanufactured	lbs.	1,180			58 1 2
„ manufactured		16,856			590 16 0
Tongues		3			1 18 0
Tortoise Shells		40			7 8 0
Wax, Bees		21 cwt. 2 qrs. 26 lbs.			61 15 0
Wine	doz. bottles	24			12 0 0
Woods, Boards, and Planks	running feet	21,346			60 17 0
„ Casks, empty	No.	12			2 0 8
Woods, Timber	cubic feet	875			33 14 0
„ Woodenware					2 5 0
Total				£	66,873 2 2

As in previous years, in 1865, the principal imports consisted of cotton manufactures, valued at 20,406*l.* 3*s.* 6*d.*; the exports being chiefly composed of oxen and rice, the former representing a value of 50,935*l.* sterling; and the latter of 10,820*l.* 13*s.* sterling.

British trade, during 1865, was exclusively carried on between the Mauritius and the East Coast of Madagascar by the regular colonial trading vessels, and to a great extent through the port of Tamatave, which still maintains a prominent position as the emporium of British trade on the east side of the island; and which, though composed in 1862 of but one or two habitable houses and secure stores, the remainder being thatched buildings, has gradually expanded into a respectable settlement, with several houses and stores, shingle or metal-roofed. One of the immediate benefits resulting from this change, is the comparative rarity of those conflagrations, which, in former times, occurred almost periodically, bringing ruin alike on European and native traders.

The other points on the East Coast of Madagascar, frequented by shipping, are Foulle-pointe, Mahambo, Teneriffe, Marancet, Angontey, and Voheman, to the north of Tamatave, and Mahanoro, Mahela and Mananzary, to the south of that port; but, as they are mostly open roadsteads, with insecure anchorage, they are not constantly visited.

As I have entered into details, in previous reports, as regards the commercial condition and prospects of Madagascar with respect to British trade, it appears unnecessary for me to reiterate statements already made, since I have no new feature to communicate.

I cannot, however, conclude, without expressing an opinion, that any further development of the natural resources of this vast island, or any very large increase in trade, can hardly be expected until the political questions pending between France and Madagascar are satisfactorily solved. On their speedy solution the future prosperity of Madagascar must, in a great measure, depend, as an indefinite protraction of that general feeling of uneasiness which has prevailed amongst the Hovas, since the death of Radama II, must necessarily retard the progress and civilisation of the island and its inhabitants.

Tamatave, Madagascar, 15th October, 1866.

PRUSSIA.

LEIPZIG.

Report by Mr. Consul-General J. A. Crowe on the Leipzig Michaelmas Fair of 1866.

THE fair was held during the close of September and the first fortnight of October. It was one of the poorest of its kind that has been known for years. The causes which combined to produce this result lie so completely on the surface, that it is hardly necessary to enumerate them; but, shortly stated, they are as follows:—

A great and decisive war had just been brought to a close; but peace had not been concluded between Prussia and Saxony; and no one could pretend to guess at the conditions that would be imposed. The dreadful epidemic, cholera, raged intensely during the period of the fair, and carried off many victims, even amongst the few visitors whom hopes of profit had attracted hither. Under these circumstances, business was almost nominal, and the most necessary articles of trade were either withdrawn from the market or sold at unusually low prices. The small traders or keepers of booths never exhibited their wares to so small a public; and whereas, on ordinary occasions, the population of the country outside Leipzig usually crowds the squares and streets of the town, they now showed their poverty and fears by remaining at home.

The following Table supplies correct official information as to the quantities of goods of various sorts brought to Leipzig for sale during the fair:—

Articles.	From the Zollverein, or having paid duty at the Frontier.	Foreign.	Total.
	Centners.	Centners.	Centners.
Hides	7,237	3,367	10,604
Leather	24,157	284	24,441
Woollen Manufactures ..	59,663	2,258	61,921
Cotton Manufactures ..	27,700	1,175	28,875
Linen Wares	10,239	108	10,347
Silks	562	241	803
Half Silks	296	131	427

Hides.—The supply was equal to that of Michaelmas, 1865; but the sales were inconsiderable at the following prices:—

		£	s.	d.		£	s.	d.
West Indian	per centner	2	17	0	to	3	9	0
Buenos Ayres (dry) ..	"	3	12	0	"	4	4	0
Australian	"	2	2	0	"	2	8	0
German Ox Hides ..	"	4	11	0	"	5	0	0
Horse Hides	per score	5	4	0	"	5	7	0
Calf Skins	per lb.	0	1	6	"	0	1	7½
Lacquered ditto	per 100	7	5	0	"	8	0	0
Goat Skins	"	3	15	0	"	7	0	0
Sheep Skins	"	7	0	0	"	11	10	0

Leather.—On the two first days of the fair a satisfactory result was anticipated; but, with the beginning of the Jewish holidays, the market

became so dull, and prices fell so considerably, that many of the sellers did not cover their travelling expenses. Though the supply was but small, the demand was smaller still; and a large quantity remained unsold. Prices ranged as follows:—

SOLE LEATHER.

				£	s.	d.		£	s.	d.
Luxembourg	..	..	per centner	7	1	0	to	7	14	0
Treves	..	..	"	6	15	0	"	6	15	0
Siegen	..	..	"	6	12	0	"	6	18	0
Malmedy	..	..	"	6	6	0	"	6	12	0
Eschweger	..	..	"	4	19	0	"	5	14	0
Prümer	..	..	"	6	0	0	"	6	15	0
Bavarian	..	..	"	5	14	0	"	6	0	0
Cow	..	..	"	4	16	0	"	7	14	0
Schweinfurt	..	..	"	4	19	0	"	5	18	0

UPPER LEATHER.

				£	s.	d.		£	s.	d.
Kips	..	..	per lb.	0	4	0	to	0	1	7
Calf (brown)	..	..	"	0	2	6	"	0	3	0
Ditto (black)	..	..	"	0	3	0	"	0	3	4
Sheep's Leather	..	..	per score	0	9	0	"	1	4	0

Furs.—The bad winter of last year, which had already influenced the Easter fair, only added to the disadvantages under which the trade now laboured. German buyers held back altogether. There were French customers for about 550,000 Persian squirrels. There was a slight demand for musk and rabbit. No supply of minx. Racoons, though cheaper than in spring, were not in demand. Of stone martens, 400 pieces were sold at low prices, ranging from 22*l.* 10*s.* to 25*l.* for 40 pieces. A hard winter alone can restore activity to this much depressed branch of trade.

Woollens.—A large quantity brought to the market met with but few buyers, and even these confined themselves to the most necessary purchases. Printed stuffs from Forste, Peitz, Cottbus, Luckenwalde, Langensalza, Crimmitschau, Werdau, and Grossenhayn, had a market; but Sprenberg had to complain of total neglect. Plain cloths of all sorts from Finsterwalde, Görlitz, Schwiebus, Kirchberg, and Lengenfeld, found little favour; and the warm autumn weather, with other causes, depressed the trade in heavy coat and cloak cloths from Neustadt (on the Dosse), Rosswein, Guben, Calbe, and Cuedlinburg. There was no great novelty in fashionable articles, and they had a bad sale.

Cotton Manufactures.—The cotton goods trade proved very unprofitable to the merchants, especially to those of Glauchan, Chemnitz, and Meerane; and even cotton trowser stuffs of low price, and generally in brisk demand, had no success whatever, so that the sellers disappeared very early from the market.

Hosiery also suffered under the unfavourable influences of the season; and South German and Dutch buyers being absent, a small quantity only changed hands to the nearest towns.

Linen suffered like all other branches. There were few buyers, and many sellers disposed of but a few single pieces. The same may be said of Bohemian glass wares; whilst the still extravagant prices of silk put a complete stop to the increase of the different stocks. Small and hard wares had no sale at all; and, as before stated, the fair closed on the 13th of October, some time after all interchange had ceased.

Leipzig, January 28, 1867.

RUSSIA.

KERTCH.

My Lord,

British Consulate, Kertch, January 1, 1867.

I HAVE the honour to forward, herewith, my Commercial Report for the year 1866.

Owing to the limited time of my residence at this port, the information is less abundant than I could wish; but I hope, after the expiration of six months from the date of my arrival, that I may be enabled to convey to the Government the latest and best information respecting this locality.

I have, &c,
(Signed) PETER BARROW.

*H. M.'s. Principal Secretary of State
for Foreign Affairs.*

H. B. M.'s. Consul.

*Report by Mr. Consul Barrow on the Trade and Commerce of Kertch,
for the Year 1866.*

ACCORDING to the best information I have been able to obtain during very few months' residence at Kertch, it would appear that the shipping and navigation have been more considerable during 1866 than in the preceding years, the measurement of tonnage amounting to the large sum of 303,748 tons, of which 7,609 only are Russian.

Since my arrival at Kertch, my time has been continually and almost wholly occupied in hearing complaints from every ship-master who presents himself at this Consulate, against the system of pilotage as well as that of lighterage at Janikali.

With regard to the former, there is but one voice, and the story is always the same. When a ship arrives, she hoists her pilot-flag, and waits for more than twenty-four hours the arrival of a pilot; at length, weary of delay, the master takes a boat and proceeds to Janikali, where the pilots are waiting for him; and as soon as he lands, they exact from him a present of 10 roubles in addition to their legal charge previous to going on board.

In one instance, the master of the "Nil Desperandum" arriving at Janikali from Jesk Roads at the end of November, and finding that no pilot came off to him after his pilot flag had been flying several hours, went ashore to seek one; he was told that he must give a present, which he refused to do; and applied to the Pilot-Major, threatening to report the conduct of the pilots unless one was sent off immediately.

A youth of eighteen or nineteen was accordingly sent to pilot the ship, and he ran her aground upon the bar. Fortunately, no damage was done; but the consequences of the pilot's conduct might have been the loss of a good ship and valuable cargo.

With reference to the second complaint, the irregularities are so great, that I am using my utmost exertions to change the whole system, and trust that this may be accomplished before the re-opening of the navigation.

Adventurers without capital or responsibility of any kind, wait upon the ship-master, to whom they represent themselves as owners of lighters, and draw up a valueless agreement between themselves and the masters, engaging to lighten the ship to enable her to cross the bar, and to reload her afterwards.

In most instances they subsequently inform the master that the sum agreed upon is not sufficient remuneration, and they detain a lighter full of the cargo, until the master—from his anxious desire to proceed on his voyage without delay—is compelled to give in to their extortionate demands.

But the evil does not end here. These lightermen are occupiers of houses along the shore, and during the darkness of the night, they manage to convey to their dwellings several sacks of grain which are stolen from the cargo intrusted to them, and landed in their boats.

So flagrant is the conduct of these lightermen, that I have endeavoured to prevail on a Russian gentleman of capital to employ a steamer drawing very little water to lighter and tow the ships over the bar, and afterwards to reload their cargo, thus accomplishing two important objects at once, and effectually putting a stop to the present more than objectionable system of contracts.

It is my intention, in the spring of the year, to open a branch office at Janikali, and to attend personally, or to send my confidential clerk, there once a week, to receive and register every complaint the masters may wish to make, as they cannot come to Kertch without considerable loss of time, and incurring the risk of loosing a fair wind to take them into the Black Sea.

All the vessels arriving off Kertch are bound to some of the ports in the Sea of Azoff, and very few of them bring cargo to Kertch; the commercial requirements of which are principally supplied by Odessa, from whence the transport of merchandise to this port is effected by steamers belonging to the Russian Steam Navigation Company, whose care of goods and property entrusted to them might be greater than it is:

Five British ships only have arrived during the past year bound to Kertch, of which number two have brought coal for the Russian Steam Navigation Company; the remaining three arrived in Ballast to load grain at Kertch.

The number of British and foreign vessels that have passed the guard-ship during the year amounts to 1,821, and the increase of numbers is said to be owing to the failure of the crops in the Danube.

I am not aware of anything interesting as regards ports and harbours.

There have been no fresh light-houses erected. A report was made to me by the master of the "Britannia," William Wood, that he had noticed, after careful observation, an error in the Janikali light; the complete revolution should take place in one minute, whereas it occupies 2' 14". I have made known this circumstance to the Governor, in order that he may have it rectified.

It will be seen by the annual returns, that while the imports are considerable, the exports are large in proportion to previous years.

The market prices have lately risen in a considerable degree, and more particularly he indispensable necessities of life. Meat, which was formerly 5 kopecks per lb., is now sold for 7; and this is owing to some unfair system of jobbing and trafficking carried on by those who fix the prices, and who ought to be above receiving presents to raise the prices, which is at present a notorious fact. Even the staff of life has not escaped, and this, too, at the most severe and trying season of the year.

The rates of exchange have fallen much from what they were in former years. Not long ago the pound sterling realised more than nine roubles.

It subsequently fell to 8·50, then to 7·60, and at present it is down to 7·47.

The nature of the crops consists mostly of wheat, oats, and barley ; the field of which here, as well as throughout the Crimea, has been abundant.

The animal and vegetable produce consists of pigs and poultry, sheep and oxen ; geese and turkeys being very abundant. The former were sold during the summer months at 70 kopecks the pair, whereas now they cannot be procured under a rouble and a-half. Turkeys were sold during the summer months at 40 kopecks the pair, but very small. Pigs are in great abundance, and almost seem the principal occupiers of the town. They are met with in the main street, the cross streets, and in herds along the water's edge ; but for all this, pork meat is nearly double the price of any other.

Vegetables, dear at all times in Kertch, are sold at a fabulous price during the winter months. A fine cabbage, sold by the pound, will cost about a rouble. Potatoes are a rouble per measure of 36 lbs., called a pound. Vegetables, however, of all kinds, are very abundant, and the market is always well stocked.

Fuel, also, has become dear during the winter months, the Anthrasite coal being brought from mines in the Caucasus by small vessels which cease to navigate in the winter ; and the coal, which is sold for 15 to 16½ kopecks per pood in summer, is now selling at 25 to 30 kopecks.

The climate of Kertch appears to be salubrious, although the transition from warm to cold renders great precaution necessary.

The people are primitive, hospitable, and inquisitive. Their ideas of commercial transactions very limited. There is but one small bank with a capital of 18,000 to 20,000 roubles. There is no exchange. No insurance. No credit. But the town appears, of late years, to have undergone great improvement, and the " Ultima Skull " of Europe may, in course of time, rise to importance.

Kertch, Dec. 31, 1866.

TAGANROG

Report by Mr. Consul Carruthers on the Trade and Commerce of Taganrog, during the Year 1866.

COMMERCIAL prospects at this place in the early part of last year wore, generally, an unpromising appearance. Stocks of grain and seed, remaining over the winter at the Azoff ports, were inconsiderable; an unusual prevalence of heavy rains during the preceding fall having prevented the crops of 1865 being harvested in good condition, and seriously interfered with the preparation of produce for market, so that, notwithstanding there was no deficiency of supplies inland, they could be availed of only to a limited extent for spring shipment. The demand in foreign markets was, at the same time, inactive, and, although appearances in the distance were not discouraging, little disposition was evinced by corn dealers—more especially those of the United Kingdom—to promote forward operations. The few transactions that took place in the spring were limited almost exclusively to barley and rye, this latter article being required principally for the north of Europe.

The last hay harvest proved more abundant than for many years past, and was a most necessary and appreciable benefit to agriculturists. In cereals the production was irregular, some localities having rendered very large returns, whereas in others a serious deficiency was manifested. The environs of Taganrog, Rostoff, Bachmont, those of Voronege, the line of the Caucasus, and Chernamore districts, were highly favoured; whilst the vicinities of Mariapol, Starobelsk, Bialavodsk, and the Government of Saratoff, remained comparatively unproductive. On the aggregate, however, the last grain harvest may be estimated to have left full average returns, generally of fair quality, and the whole secured in excellent condition,

Reports with regard to the linseed yield are less satisfactory, those crops having turned out very light, excepting on the line of the Caucasus and banks of the Kuban.

A large exportation of tallow took place in the autumn of 1865, which cleared off nearly the whole produce of that season, and, although there was a lively demand in the early part of last year, and some extensive engagements on foreign account were made for onward delivery, with heavy cash advances, still it does not appear that, even under this impulse, the production was very materially increased in 1866.

Merino wools grown in this quarter enjoy, to a slight degree only, the attention of Taganrog merchants, and are taken principally for the Moscow market. Donskoy, or common wool, was, throughout the year, in regular and active demand; but, notwithstanding this article enjoys at all times a ready sale here, at progressively advancing prices, no augmentation in the production is observable; the native flocks being gradually superseded by Spanish and hybrid tribes, more remunerative to the landowners.

It is obvious from the foregoing sketch that in articles of exportation, cereals excepted, very little increase of production in these parts can soon be looked forward to, nor is the development apparent of any important new branches of commerce within a definite space of time, to compensate the all but stationary supplies of linseed, tallow, and Donskoy wool. During the last few years rags have been collected, and ship-

ments latterly attained some importance; but the quantity cannot be considerably increased. A few trials of bones have been also occasionally made; the heavy charges of shipping, combined with high rates of freight at this port, will, however, always prove a bar to an extensive exportation. Tobacco, again, figures this year in the list of exports; and being capable of extensive cultivation, is the most promising of any among the last-named articles.

To provide the necessary supplies for this expansive trade, agricultural productions must principally be relied on; and the vast tracts of untilled land, now lying waste in these regions, would seem to afford an unlimited resource in that respect. But a thin, scattered, population offers very inadequate aid towards the rapid advance of cultivation; for, although immigration of labourers from the northern governments is annually considerable, they find employment merely during the summer months, and again return home for the winter. Steam thrashing-machines and improved implements have become a powerful auxiliary to manual labour; but these, again, are costly, and worked at too heavy a charge for any but the larger proprietors; as, independent of suitable fuel, obtainable with difficulty in most of the rural districts, mechanicians must be engaged to keep the machinery, &c., in order; and, throughout Southern Russia, where skilled labour is highly paid, no very inconsiderable permanent charge has to be provided for, in addition to a first heavy outlay by those who have recourse to the more advanced system of agricultural appliances.

The emancipated peasantry, when properly organised, will no doubt become a large and growing accession; still, this must be felt more by a future than by the present generation; and it is therefore principally to the extent of surface whence produce can be commanded, rather than to increased production near at hand, that regularly extending alimentary sources can at present be looked for. Roads, railways, and improved fluvial communications, are the main desideratum. The former are, unhappily, altogether neglected here. Of railways, there is endless discussion, numerous projects, and nothing determined, the Government being by far more intent on strategical combinations for military purposes, than on the advancement of commerce.* The expediency of effecting improvement in river communications has been too forcibly represented to the consideration of Government not to meet with some attention: but the remedies suggested for the correction of existing evils have been very partially acted on, and feebly carried into execution, excepting always the works in progress, for removing the shoals at the mouths of the Don, which, being entrusted to the control of a Committee of merchants, is conducted with assiduity: all goods that pass between Taganrog and Rastoff either way, being taxed three-eighths per cent. on their value, to provide for the necessary expenditure.

Although little effort is apparent on the part of the Crown in this quarter to facilitate intercourse and promote commercial relations, railways from the northward are gradually working their way in this direction. A line connecting Moscow with Riazan was opened a couple of years since, and completed as far as Kozloff, in the Governmental district of Tambov. The landed interest of those vicinities, being alive to the advantages that would accrue by continuing the same line to Voronege, have themselves undertaken (with the Imperial sanction) to raise the necessary

* The Don Cossack community, being under a distinct jurisdiction, have taken the initiative, and laid down a railway from the coal-pits on their territory, through Teherkark to Aksai on the Don; they have likewise succeeded, at a heavy expenditure, in supplying their said capital with an abundant supply of good water, an advantage enjoyed by very few of the towns in Southern Russia.

funds for that object, and operations have already commenced. Both the above-named provinces, more especially the latter, have heretofore furnished liberally Rostoff and Taganrog with supplies of wheat and linseed. Arrangements are now, however, being made, to have such produce conveyed northward by rail, and there is little doubt but a considerable portion of the growth of those localities, will henceforward find its way to St. Petersburg. The cost of steam transport so great a distance must necessarily be very heavy; if, however, the expenses thence to the United Kingdom be compared with those incurred from this port, say a diminution of two-thirds freight, with a corresponding economy for insurance, besides the sea voyage usually accomplished from Cronstadt in three weeks, instead of three months, as from Taganrog, the more expensive but speedier route, may, in the result, prove the most suitable for mercantile combinations. Such an encroachment on the existing resources of this trade, will doubtless be counterbalanced to some extent by the increase of production that may be annually reckoned on from the fertile plains of the Caucasian line, the Tchernamore and the Cuban, where colonization is being urged forward by the Russian Government, and whence very considerable quantities of grain, lead, and wool, are already furnished.

The exports here during last season were considerably in excess of the four preceding years; and it may, moreover, be stated that this branch of commerce was generally advantageous to merchants; the demand being regular, and prices, since they first moved (excepting at short intervals), gradually on the advance. Exchanges, also, although having oscillated to a most extraordinary extent, turned favourably for shippers in many instances. The supply of shipping was more than usually plentiful up to the advanced autumn months, and rates of freight moderate until near the close of the navigation. Upon the whole it may be assumed that the last twelve months have proved the most profitable to exporting commercial houses at Taganrog of any perennial term since the close of the late Russian war.

A comparative statement underneath, of the principal articles of exportation for the last five years, will more fully exemplify the course this export trade has taken during that period.

Merchandise.	1862.	1863.	1864.	1865.	1866.
Wheat.. .. qrs.	1,058,962	1,049,157	933,295	961,386	1,183,883
Rye.. .. "	121,761	29,651	1,554	4,733	94,952
Barley.. .. "	115,161	10,199	5,153	16,218	70,344
Oats "	..	..	13,424	13,552	75,588
Linseed "	269,044	190,658	191,846	146,607	193,227
Rapeseed "	18,334	17,725	43,755	31,735	12,740
Wool lbs.	9,577,548	7,163,496	6,683,400	5,913,720	6,734,304
Tallow.. .. cwt.	58,962	66,368	68,820	77,963	102,300
Butter.. .. "	11,822	19,639	34,296	26,410	37,877
Caviar.. .. "	13,526	29,272	14,055	11,903	23,195
Hides "	..	437	826	862	1,149
Flour sacks	3,435	6,600	4,500	2,332	7,450
Macaroni, Biscuits, &c. cwt.	1,854	2,250	1,954	1,928	1,270
Iron "	15,333	12,857	11,571	6,380	7,457
Tobacco "	..	..	9,642	5,343	8,794
Rags "	..	..	3,278	3,531	13,594
Total Value .. £	3,443,520	2,952,720	2,633,876	2,301,590	3,358,513

A few observations with reference to the demand, supply, range of prices, &c., of the above-enumerated articles, may not be considered superfluous.

Wheat, hard, still continues the favourite description of grain cultivated in this neighbourhood. Very moderate stocks remained in granary over last winter, and the demand was inactive up to the early part of February, when some movement was observable for the Mediterranean markets. Prices gradually hardened as the season advanced, and as high as 12½ silver roubles per chetwert were paid for best samples in the month of April, or the equivalent of 48s. 2d. per quarter, free on board. Inferior kinds being obtainable at the same time, from 8½ to 11½ silver roubles per chetwert, equal to from 34s. to 47s. 7d. per quarter, free on board. The abundant supplies which then came forward caused a reduction in prices, during the subsequent summer months, of from 1s. to 4s. per quarter on the free-on-board cost; but as markets abroad quickened towards autumn, that decline was again overtaken, and maintained, with more or less regularity, until the close of the navigation, notwithstanding that the new harvest had in the interim been well secured, and largely increased the volume of disposable goods. Some cargoes of inferior hard wheat were directed to the United Kingdom in the fall of the year.

Ghirka, or soft wheat, principally in request for British markets, was neglected in the early months of 1865. The crops having been badly harvested, none was procurable in good shipping condition. From January until May average qualities were disposable at from 7¾ to 8¼ silver roubles per chetwert, or 30s. 5d. to 32s. 2d. per quarter, free on board. Towards the month of June, more inquiry became manifest, and an advance in prices of from 2s. to 3s. per quarter was established. For France a few choice parcels were bought at rates corresponding with the free-on-board cost of 36s. 6d. per quarter. An active demand for the United Kingdom having sprung up, all the old wheat remaining for sale was speedily cleared off. Sales of new soft wheat, of average quality, commenced at from 8½ to 9 silver roubles per chetwert, or 33s. to 34s. 9d. per quarter, free on board, whereat prices have since been firmly maintained. The superior descriptions grown in the adjacent districts realised as high as 10½ silver roubles, or 40s. per quarter, free on board; these last-mentioned qualities having been taken for French and Italian account. None disposable remains at present on hand for sale, of any description; and buyers on contract, for May and June delivery, are now willing to pay 9 silver roubles per chetwert, with three-fourths cash advances, for average samples, being the parity of 34s. 9d. per quarter, free on board. A large portion of the produce of these environs was brought forward for shipment last autumn, so that although the last harvest was generally accounted good, if not over abundant, supplies of the coming season are not expected to be equal to those of last year, more especially as a portion of what is grown northward, usually destined for this port, is likely to be directed towards St. Petersburg by rail. The stocks of wheat at this place, Rostoff inclusive, barely reach 200,000 quarters, and at all the Azoff ports cannot exceed 350,000 quarters.

Rye was in request for Holland and the north of Germany during the whole of last year. Prices opened at 4¾ silver roubles per chetwert, equal to 18s. 4d. per quarter, free on board, which rate was freely paid until the month of May, when a reduction to the extent of about 1s. per quarter was observable. The abundance of the new crops caused a further temporary decline, but by the middle of August prices had again risen to their previous level; and at present, for spring shipment, nothing under 5¼ silver roubles per chetwert can be quoted. The stacks of this article in granary are never of much importance at these ports, but liberal supplies may be expected during the ensuing spring months.

Barley enjoyed considerable favour for the United Kingdom throughout the last season. In 1865 the crops were short in these environs. The quality of the grain, too, suffered from heavy rains at the time of harvesting, and was much discoloured; notwithstanding which, purchases were freely made at $4\frac{1}{2}$ silver roubles per chetwert, or 14s. 8d. per quarter, free on board; whereat all not required for local purposes was cleared off. Last harvest proved very deficient in this description of grain, but both condition and colour were good. The supply last autumn was inadequate to the demand, and prices maintained at $4\frac{3}{4}$ silver roubles per chetwert, or 15s. 6d. per quarter, free on board. Nothing on sale now remains here. For spring delivery, 5 silver roubles per chetwert, with heavy cash advances, are demanded.

Oats are not extensively grown in this neighbourhood, but ample supplies are usually brought down by barques to Rostoff. In the earlier months of last year a pressing demand for Italy sprung up, when extensive purchases were made for that destination, at $3\frac{1}{2}$ silver roubles per chetwert, corresponding to 14s. 6d. per quarter, free on board. Owing to an almost total failure of the last crops inland, as likewise in these parts, prices during the autumn advanced to $4\frac{1}{2}$ silver roubles per chetwert, say 18s. 6d. per quarter, free on board.

Linseed.—The quantity remaining at this port over last winter was very limited, and that lying inland was likewise inconsiderable, having, besides, sustained much injury from the wet. Few engagements were consequently made for delivery. Everything offered for sale in merchantable condition found ready buyers at $13\frac{1}{2}$ silver roubles per chetwert, equal to 45s. 2d. per quarter, free on board. The new crops throughout the southern districts, and to a wide extent inland, suffered from the spring frosts; but on the line and the banks of the Cuban, the plant escaped injury, and thence have the principal autumn supplies been drawn, at prices equivalent to 48s. per quarter, free on board. Up to next harvest, little is expected to reach this port for shipment, and exportation during the coming season is likely to be more restricted than usual.

Rapeseed was procurable in limited quantities only during the past year, being obtainable chiefly from the siftings of linseed and grain. The colza plant is not cultivated in this country, and for the last two years that of spontaneous growth has been unproductive, presenting, for the time being, consequently little of commercial interest.

Wool.—Merinos, and the finer classes grown in considerable quantities in these parts, do not attract the attention they seem to merit from foreign commercial houses of this place, and but little is bought for exportation, although the Russian dealers find advantage by preparing them for the Moscow market, where a considerable portion is purchased for abroad; 9 to $9\frac{1}{2}$ silver roubles per pood were paid for clips in full grease, which is equal to from $20\frac{1}{4}$ d. to $21\frac{1}{4}$ d. per lb., clean washed, free on board. Donskoy wool was, as usual, in very active demand, and unwashed fleeces obtained extravagantly high prices, provoked, in a great measure, by speculation. Clean-washed, of average condition and length of staple, sold at from $10\frac{1}{2}$ to $11\frac{1}{2}$ silver roubles per pood, or $9\frac{1}{4}$ d. to $10\frac{1}{4}$ d. per lb., free on board, but for picked parcels of long combing wool, fully 1d. per lb. over that rate was obtainable. Some rather inferior lots remain over for sale, held at about the first-mentioned quotation. Notwithstanding the very high rates paid, the exportation of this produce does not materially increase.

Tallow was neglected at the commencement of last year; and those parcels that stood over the winter, with difficulty found buyers at rates corresponding with about 41l. 10s. per ton, free on board. A very active

inquiry subsequently took place; and all the ready goods having been disposed of, some extensive sales were made, on contract, for October delivery (with 3 silver roubles per pood, cash advanced) at 5 silver roubles per pood, equal 42*l.* 10*s.* per ton, free on board. Since then, prices have become easier; and the existing stock, estimated at about 3,000 casks, might be bought for spring shipment, at the parity of about 41*l.* per ton, free on board.

Butter (Siberian melted), usually shipped in very considerable quantities for Turkey, was last year comparatively in little demand, owing principally, no doubt, to its having been of late years prejudiced by the adulteration practised. The exportation was somewhat over that of preceding seasons, but the trade was languid and unremunerative to shippers. Prices ranged from 7 to 7 $\frac{3}{4}$ silver roubles per pood, say 59*s.* to 64*s.* per ton, free on board.

Caviar (black pressed), although a necessary article of food in Greece and in Turkey, was less demanded last year than customary. *Emba*, the quality most approved, is brought hither from the Caspian; 17 silver roubles per pood, or 13*s.* 6*d.* per cwt., free on board, was the outside price paid for best kinds. Inferior Caspian, and likewise that of the Azoff, sold as low as 120*s.* per cwt., free on board. This trade, entirely in the hands of Greeks, is represented to have been unprofitable last season. The common red caviar made here is of low value, and not of commercial importance.

Imports.—This branch of trade has not, during the past year, rendered the same satisfactory results as those observable in exports. Levant and Turkey produce continue to be the only items of importance brought to this port, and although in value these have maintained the annual average, they were in very limited request and difficult of sale, up to the autumn months, when demand became active and a fair extent of business was transacted; but, even then, prices left little or no profit to importing merchants. Colonials and manufactures hold a very subordinate rank in the items of importation; excessive duties and harrassing regulations render penalties or confiscation almost inevitable, and raise an insurmountable barrier to any expansion of that branch of commerce. Olive oils continue to be one of the most stable articles; and Greek wines, notwithstanding the heavy impost to which they are subjected, are again growing more into favour, principally for the purpose of mixing with Crimean and other light vinous productions; whereas tea, that held out so much promise when first admitted, now shows a diminution on the quantities formerly introduced, and agricultural implements do not exhibit marked progress. Dried fruits, however, present a very important falling off, being only one-fourth the quantity received in the last two preceding years, and barely one-fifth the importations of 1862 and 1863. Whether this arises from a supply of the more ordinary kinds, now brought in from Persia, *viâ* the Caspian and the Volga, as is attributable to other causes, is not at present ascertainable. There appears no prospects of a material augmentation of this import trade, unless Russia should determine to reduce the duties, and modify her tariff restrictions. The principal articles passed inward through the Custom-house, during the last five years, figure as underneath:—

Merchandise.	1862.	1863.	1864.	1865.	1866.
Dried Fruit.. .. cwt.	125,937	122,618	91,502	90,322	23,484
Green „ boxes	19,566	37,877	31,800	26,914	47,727
Oil cwt.	39,395	28,327	27,642	35,994	32,971
Wine in casks gallons	146,132	421,344	378,748	194,178	141,286
Ditto in bottles bottles	37,071	30,813	29,800	29,043	30,728
Porter „	29,253	59,141	74,000	9,358	49,014
Olives cwt.	5,132	4,138	2,803	2,908	5,759
Sweetmeats, &c. „	4,004	1,755	2,471	2,819	2,668
Tea lbs.	192,600	135,540	60,840	91,839	86,302
Coffee cwt.	1,190	2,799	2,475	2,171	1,092
Sugar „	1,120	6,474	..	..	722
Pepper „	347	882	771	256	121
Incense „	381	427	418	445	203
Rice „	2,122	2,182	964	1,518	695
Tobacco „	2,396	3,292	3,976	2,253	1,755
Machinery and Implements.. value	£25,000	£65,000	£55,100	£17,200	£35,000
Seythes pieces	30,000	106,500	2,400	44,137	207,750
Total Value	£532,810	£665,220	£544,433	£414,006	£473,276

Exchanges.—In January last, the course of three months' bills on London stood at 7·60 silver roubles per £ sterling, in February, the rouble value had declined to 7·80 silver roubles, and in subsequent months, until July, receded very considerably lower. After that date, a reaction set in with a progressive advance up to the close of the year, when 7·50 silver roubles per £ sterling were quoted. The monthly average course on London ranged as follows :—

	Silver Rbls.	
January	7·63	per £ sterling.
February	7·80	„
March	7·85	„
April	7·98	„
May	8·75	„
June	9·0	„
July	8·60	„
August	8·17	„
September	7·88	„
October	7·58	„
November	7·50	„
December	7·50	„

Showing a variation of fully 20 per cent. in the rouble value of the £ sterling within the year, sapping the basis of calculation, and rendering operations for abroad exceedingly hazardous.

The very serious depreciation of Russian currency, during last summer has been attributed to the apprehensions then entertained of a European war, although this could scarcely have operated as the sole cause; seeing that, pending the whole of the late conflict with England, eight silver roubles per £ sterling was about the lowest quotation. Largely increased exports, combined with a recent foreign loan, are the reasons now alleged as a principal cause of the improving position of the rouble currency. But this last-mentioned expedient cannot be considered otherwise than a temporary resource, unlikely to support the exchanges for any length of time. Nothing short of a radical change in the financial system, can thoroughly re-establish confidence and place the currency of this country on a sound and satisfactory foundation; eight silver roubles per £ sterling has been taken as the medium exchange of the foregoing free-on-board calculations.

Shipping and Navigation.—Vessels for charter were plentiful throughout the season, until near the close of the navigation, when they became scarce and much sought after; prevailing low freights in the early part of last year, deterred British masters from venturing into the Azoff for employment; and, up to the month of May, only five ships under English colours, had made their appearance at this port. Towards the commencement of June an increased demand for grain in foreign markets brought tonnage into more request; and the proportionate rate of from 58s. to 60s. per ton of tallow was paid for the United Kingdom, which attracted hither an ample number of disposable vessels; but they again fell off as the autumn advanced, until as high as from 65s. to 75s. per ton of tallow were obtained in October. The amount of British tonnage entered at Taganrog last season was considerably in excess of 1865, but did not keep pace with the increase of Italian. These vessels continue to maintain their previous high reputation, and bid fair to eventually overreach those of Greece, that heretofore monopolised a major portion of the carrying trade for Mediterranean ports. North country ships, such as Norwegian, Mecklenburgh, &c., show about the usual average. French vessels are on the decrease, and not in much favour; Austrian have almost disappeared from these waters. Some of the British shipmasters distinguished themselves by the activity and energy evinced when taking in their cargoes; and if this commendation be not applicable to the greater portion, still they are generally well conducted and attentive to their duties. There is, however, a certain class among them more prone to inebriety and other excesses than to any good quality; such failings, if not altogether unknown among foreign masters, these latter have at least the good taste to veil from public observation.

The aggregate extent of tonnage employed at this port, during the five preceding years, is shown by the following Table :—

AGGREGATE of Tonnage employed at the Port of Taganrog during the Years 1862 to 1866.

Nationality.	1862.		1863.		1864.		1865.		1866.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British..	204	59,001	138	39,378	166	46,679	130	38,381	176	52,644
Russian	76	15,043	69	13,886	78	14,338	51	12,134	62	15,221
Greek..	279	71,589	261	63,264	275	63,699	247	58,673	396	93,294
Italian..	232	63,887	246	66,607	166	48,527	183	49,825	240	73,048
French..	21	4,030	18	3,687	55	10,819	39	7,606	20	4,040
Austrian	59	24,004	32	10,205	7	2,841	22	7,609	8	2,272
Prussian	22	9,846	12	3,447	..	..	9	4,036	14	5,590
Mecklenburg..	26	6,229	34	7,294	22	4,929	22	5,292	25	7,288
Sweden and Norwegian	47	14,563	20	6,520	12	3,795	29	10,373	24	10,034
Turkish	55	3,364	44	2,100	27	1,255	31	1,376	50	2,854
Moldavian and Wallachian	2	500	2	379	..	..	..	..	2	164
Lamiott	3	376	4	619	3	416	..	..	3	309
Servian..	3	930	..	..	..	..	..	..	..	..
Danish..	2	450	1	131	..	..	..	..	..	..
Belgian	2	802	1	567	2	955	1	602	2	2,324
Dutch..	1	77	..	..	1	155	..	..	..	..
Sundries	8	2,429	2	474	3	857	2	812	2	665
Total	1,042	227,120	884	218,588	817	199,265	766	196,719	1,024	269,747

Coasting Trade.—Foreign shipping does not enjoy the privilege of participating in this coasting trade. There is no new feature calling for observation, with respect to native vessels that find occupation in that branch. The amount of tonnage engaged therein last season, at this port, was—steamers, 16,500 tons; sailing vessels, 33,300 tons.

Banking Establishments.—The only establishment of this description here is the Taganrog Municipal Bank, founded in 1864, an inconsiderable capital of 30,000 silver roubles having been appropriated for that purpose from the town revenue. Since then a much larger amount has been deposited on interest from various sources; and recently the sum of about 300,000 silver roubles, belonging to this community, that was deposited at St. Petersburg, has been transferred to the said Taganrog Bank, at the intercession of our present Governor, Vice-Admiral Schestackoff. Business at this institution being conducted on economical commercial principles, has turned out very beneficial; and now that the capital at command is so largely increased, every hope may be entertained of transactions becoming more widely diffused, greatly to the accommodation of Russian mercantile classes. None but inland bills being accepted for discount, foreign commercial houses are not likely to derive any direct advantage therefrom, and must, as heretofore, draw their pecuniary supplies from St. Petersburg and Odessa.

Public institutions at this place are on a very restricted scale, limited principally to those for instruction. For the tuition of boys there are one gymnasium, attended by 245 students; one district school, attended by 63; and three preparatory schools, attended by 129. For the education of girls, one gymnasium, attended by 190 pupils; and one preparatory school, attended by 31. Independent of these, there are two private seminaries for boys, and two for girls, and a school for children of the Jewish persuasion, besides a "Privut," or kind of ragged school, for a limited number of children. A charitable institution is likewise being organized for the relief of the aged and the indigent, by supplying them with food, clothing, and fuel during the winter months.

The town hospital is open to all classes on payment of 7·50 silver roubles, or about 1*l* sterling, per month, during the stay there of the applicant. This, with an asylum for Greek disabled seamen, are the only establishments accessible to the public for medical treatment.

The Taganrog Commercial Court is of old standing. Besides the decision of mercantile litigation, the sale of mortgaged property is there determined. It is contemplated to establish here a Court of Assize on the reformed legal basis; definitive arrangements for calling the same into action have not been, however, yet determined. A post-office for the reception and despatch of money, and the general correspondence with the telegraph station, may likewise be noted. Postal arrangements have not of late undergone improvement here. Intercourse with the inland provinces continues to be exceedingly dilatory, and communication with the two capitals less expeditious, instead of more accelerated, than formerly. The telegraph, too, last year worked less satisfactorily than previously in the transmission of messages, despatches to and from England having been frequently from five to six days in transit, and not less irregular to other countries.

To the foregoing may be added the municipal council, the magistracy, police offices; and, for public worship, one cathedral, four orthodox Russian churches, besides those attached to the hospital, prison, and town cemetery, two Greek churches, one Roman Catholic church, a Protestant Evangelical chapel, a synagogue, and a prison for malefactors.

Harbours.—None exist at any of the Azoff ports. At Berdiansk alone has a breakwater been constructed, of much utility for loading

purposes, and affording shelter to coasting vessels and lighters; but at this port the mole constructed by Peter the Great has been suffered to fill up and become useless. For the last twenty-five years the renovation and enlargement of the said mole has been in agitation, and the works were even at one time actually commenced, but from some cause or other have not been carried forward. The execution is now apparently altogether abandoned. It has become evident, therefore, that the Government, for reasons not explained, is undesirous foreign shipping should have any place of refuge or for shelter in these waters. Fortunately the anchorage is good, and loss of ships very rare, notwithstanding the intricate nature of the navigation,

Lighthouses.—Those of Yanikale, Berdiansk, and Biala-Seraisk, on the northern coast of the Azoff, in existence for a number of years past, continue to be efficiently maintained; no new ones are at present in contemplation. A light on the small island of Cherepaka, about two miles from Taganrog, would be of much utility to steamers and coasters coming to this place; and representations to that effect were made at St. Petersburg, which, as is understood, elicited the following pertinent reply:—"That other parts of the empire, besides the Sea of Azoff, required to be enlightened and must wait; visitants to the port of Taganrog should not therefore become impatient."

Public Works—None are at present in course of execution here. A railway to connect this place with Kharkoff, ardently wished for by all classes, has not been yet determined on. The expediency of supplying this town with water, and lighting the streets with gas, is fully understood and forcibly advocated by the present energetic Taganrog Governor; but whether he enjoys sufficient influence to bring those important objects to a favourable termination remains uncertain. In the meantime the roads in the town are gradually undergoing improvement, and in some instances pavement is being laid down.

Agriculture must naturally extend over this country, where a wide space of productive territory still remains uncultivated; but the absence of made roads and difficulties of communication, together with a spare population, stand in the way of a rapid advancement. The more wealthy and intellectual landowners, alive to the march of modern progress and exigency of the times, are making strenuous efforts towards amendment. It is not, however, before the bulk of the rural population shall have become sensible of their social position, and acquired more settled industrious habits, that any general amelioration can be looked for. In the interim the energies of a young people, when willing to profit by the experience of those that have gone before, afford hopeful expectations of what will be eventually accomplished.

Population does not sensibly increase at this place and in the environs, although the high wages paid for labourers, during the summer months, must prove a powerful attraction. No manufactories or other establishments exist, where permanent occupation might be obtained; and the irregular employment that offers, together with the cheap rate at which spirituous liquors are retailed, produce a very demoralizing influence among the urban population, which, to a great extent, is neither provident, sober, nor honest; but prone, on the contrary, to all kinds of irregularity and misconduct. The evils that arise from an immoderate use of spirits are on the increase, even among the peasantry; and unless checked by a heavy excise, or some other salutary measure, is likely to extend incalculably, greatly to the prejudice of the lower orders and that of the empire at large.

Taganrog, January 15, 1867.

SPAIN.

CARTHAGENA.

Report by Mr. Consul Turner on the Trade and Commerce of Carthagena for the Year 1866.

	Number.	Tonnage.	Number of Crew.
British Vessels entered	233	89 730	3,208
British Vessels cleared	235	90,097	2,782
Foreign Vessels entered, not including Spanish	180	37,780	1,689
Foreign Vessels cleared, not including Spanish	163	33,256	1,470

It will be observed by the preceding statement, that the tonnage of British shipping predominates considerably in the trade of this port, and an increase on the year 1865 of 21,709 registered tons. The great demand of coke and coals from England and Wales must always favour the British shipowners; very few foreign vessels entering into competency in this class of traffic. The very rigorous quarantine regulations in force for some months, but rescinded on the 9th of January, have been most prejudicial to commerce, and to the shipowner most pernicious, from the great loss of time expended in the lazarettes, and the exorbitant charges exacted; and it is notorious that not a single case of cholera broke out on board any British vessel either at Vigo or Mahon, proving that such precautions were useless and vexatious.

The long projected breakwater, moles, and wharfs in this harbour will, in all probability, be commenced during the year 1867, the plans having been passed by Government, and a part of the requisite capital placed in deposit, which will make this port one of the safest and best sheltered in Europe.

The floating dock erected by the Spanish Government in the arsenal of this city, and constructed by the Messrs. Rennie, of London, has been fully tested, and the results have been most satisfactory. Its dimensions are as follows:—Length, 350 feet; breadth, 105 feet; weight of dock complete, 5,000 tons, and supposed to lift a vessel of 6,500 tons. Vessels are taken in and out with the greatest facility; and it is the intention of Her Catholic Majesty's Government to hire it to the Mercantile Marine; and the Administration of Marine are now forming a scale of charges for the occupation of the dock, which, I am assured, will be moderate, and that the repairs may be executed by the owners or agents of the vessels, employing their own operatives or those of the arsenal, paying them the same wages which they gain in that establishment. These advantages should not be lost sight of by the public.

The smelting operations continue in a flourishing condition. 17,996 tons of lead, containing on an average $2\frac{1}{2}$ ounces of silver to the Spanish quintal, were extracted during the twelve months, two-thirds of which were exported to Marseilles, and the remainder to England and the United States.

There are from 70 to 80 fabricas in this Sierra in operation, and these are employed in the extraction of mineral and smelting, some 6,000 men

and boys. Large quantities of zinc ore continue to be shipped for Belgium, after passing the operation of calcining, and to England, in its natural state. The drainage of mines has been taken more into consideration within the last twelve months, and with good results, yet that animus required to start steam-power for this purpose does not exist; therefore the richest parts of many mines are abandoned. The want of enterprise and capital is greatly felt throughout the district.

The exportation of exports for the first nine months of the year was very great, particularly from the port of Aginlas in this Province, when on a sudden the orders were discontinued, the prices, in consequence, falling as well as the freights. The crop this year is expected to be very heavy, as the rains have fallen most abundantly, and at a propitious season.

The olive crop—an entire failure throughout the district, immense plantations without a single olive, and the grain crops have been very little better, causing the price of oil and grain to rise, to the great detriment of the middle and lower classes; indeed, provisions of every description were never so high as at the present. Of late the weather has been favourable for agricultural purposes, and the green crops are most promising, which will give a tendency to the lowering of the existing exorbitant prices. Animals have been free from any epidemic.

Duties of all classes collected by the customs amounted for the year 1866 to 245,058,646 dollars.

The only manufactories at work are those of crockery, paper from Esparto, inferior glass, saltpetre, and sulphur, all on a small scale.

The silk crop has this last season again failed, making the fifth, through the worm becoming diseased before reaching its maturity, and workers in silk have been obliged to abandon their looms, causing great distress to hundreds of families resident in Murcia.

Cartha ena, January 2, 1867.

SWITZERLAND.

GENEVA.

Report by Mr. Mackenzie, Consul for the Cantons of Switzerland, at Geneva, for the Year 1866.

Agriculture.—The Swiss farmers are making great improvements in cultivating their farms, owing, in a great measure, to the exertions of the Agricultural Society of the Five Cantons, namely, “Société d’Agriculture de la Suisse Romande.” The land is being everywhere drained, and improved farm machinery patronised and purchased. Less corn is grown here than formerly, a great deal of land in many parts of the country having been turned into vineyards, as being a more profitable investment. An agricultural show was held here in the summer, under the auspices of the above-named “Société de la Suisse Romande,” in different branches of agriculture and horticulture; comprising, 1stly, horses; 2ndly, cattle; 3rdly, sheep; 4thly, pigs; 5thly, poultry; 6thly, agricultural implements; 7thly, flowers and vegetables. The sum of 25,000 francs—equal to 1,000*l.*, was distributed by the society to the different candidates. The most interesting part of this Swiss show was the cattle, which numbered 600 cows and bulls, chosen from among the finest races of the country: those of Schweitz and the Simmenthal were the most worthy of notice.

The horse show comprised about 70 animals, of which 30 only were pure Swiss, the others were mostly cro-s-bred, in which the English blood predominated, with Normand, Percheron, and Mecklenburgh.

There were drawing and trotting matches; and, if my opinion is given upon the relative merits of the horses of different countries, the honours belong to the breeds of English horses, which won the first prizes; then, 2ndly, to the Swiss race of Erlenbach, Bern, and the Normande, which won six prizes.

There was really nothing remarkable to mention in the show of sheep, pigs, or poultry.

In the agricultural implement department there were some ploughs of native manufacture, which were considered quite equal to any foreign ones, and which did their work in a remarkably satisfactory manner. There was also a good display of reaping and threshing machines, &c.; but these two last descriptions were all either English or American.

The principal Swiss productions on show were the white and red wines of this canton, and of Vaud, Valais, and Neuchâtel.

There was a large show of Swiss cheeses from the cantons of Bern, Fribourg, Vaud, and Genève.

The various minor articles of Swiss production do not call for remark.

The expenses of this agricultural show, which amounted to 2,600*l.*, was chiefly met by voluntary contributions, and the remainder by payments at the entrance of the show.

The meeting was considered very successful, and most encouraging for the future; and it is proposed to hold similar expositions—one in every two years—in each of the five cantons of “La Suisse Romande” alternately.

Trade.—The year 1866 brought its crisis for this country, as it did in England and France. Fortunately, the principal retail watch and jewellery trade of this canton and Neuchâtel found some little compensation in the number of American travellers, who purchased largely during their travels last season; but the general watch and jewellery trade has been undergoing a change in several respects, and there has seemed to be an absence of demand for manufactured articles since the

American crisis, and also since the establishment in this canton of numerous Jewish firms during the last few years, the owners of which, having left Neuchâtel and mountain districts, where they had made a great many enemies amongst the working classes. These firms supply watches and jewellery at cheap rates for exportation, making use of the good reputation of the Genevese workmanship, whereas, in reality, the watches they supply contain cheap Neuchâtel works, and the cases only are manufactured here.

It is calculated that these Jewish houses sell and export eight times the amount of watches sold by the real Genevese manufacturers.

To remedy the above competition to Genevese industry there are four or five Genevese houses which rival with each other in producing specimens of elegant manufacture of watches in plain and simple workmanship, and especially in manufacturing the works ready to receive the spring and spiral portions. Geneva possesses a number of first-rate workmen, who are competent to turn out the most complicated watches, and are especially clever in the making of half-chronometers, the sale of which has latterly become very extensive.

The school for the watch trade, the principal expense of which is borne by the Government, has just been put upon a new footing, more in accordance with present requirements, and more calculated to render important service than hitherto to Genevese trade.

It is computed that the Genevese manufactures furnish from 28,000 to 30,000 watches, at average prices of 220 francs each. The Jewish firms deliver about 200,000, at an average of 50 francs for both gold and silver descriptions.

Since the alteration of the law, about a year ago, for the standard for gold, and the consequent abolition of a compulsory value of eighteen karat, the Genevese have (it may be said to their honour) mostly continued to adopt the eighteen karat standard, which still requires the Government mark for both watches and jewellery.

With reference to the general quality of Swiss watch and jewellery, Geneva stands most decidedly first, then the Valley of the Lake of Joux, situated in the Vaudois Jura, from whence some of the Genevese manufacturers obtain some of their watch works.

Then we come to the canton of Neuchâtel, Locle, St. Croix, Chaux de Fonds, and other localities in the surrounding mountains, these places all furnishing large numbers of average quality watches at low prices, but, nevertheless, giving rise to active and important export trade.

Another section of country, comprising Porentray and the Bernese Jura, supplies an inferior class of watch, not guaranteed by the makers, and generally worthless.

The above form the principal features of the great Swiss watch trade; and, taking all circumstances of the last year into consideration, I think the trade continues in a more flourishing condition than many other branches of commerce are to be found in at the present period.

Corn.—This country is by no means corn-producing. Very large quantities are commonly imported from Marseilles and Germany for home consumption. Indeed, I may say, we have no articles for export in large quantities excepting cheese, which is mostly sold for the Italian markets, a small portion comparatively being sent into France.

The present average price for the export of Emmenthal and Gruyère cheese is from 45 to 65 centimes per lb.

The vineyards of this canton do not even produce sufficient wine for home cantonal consumption, and the cantons de Vaud and Valais chiefly supply the German cantons with the white wine grown on their territories

at an average price of 30 to 40 centimes (3*d.* and 4*d.*) the litre or quart.

I know of no other articles of commerce requiring any special notice. It may, perhaps, interest some persons to know that oats are extensively imported from Germany at 2*s.* 6*d.* the quarter; that hay averages 2*s.* 6*d.* to 3*s.* the cwt., and straw about 2*s.* 6*d.* the cwt.

Finance.—This part of Switzerland, and particularly Geneva, possesses numerous banks, both private and joint-stock, nearly all of which are doing well, and their shares at a premium, the only exception being the General Bank of Switzerland, founded some years since by James Fazy, and which is in an unsatisfactory condition.

The number of stock-brokers on the Geneva Exchange amounts to over 30, a large number, apparently, for the size of the city, but very large and important monetary transactions take place daily between Geneva and other parts of Switzerland, such as Zurich, Basle, Lucerne, Lausanne, are in the habit of making use of the Geneva Exchange for numerous affairs, the cheap one franc telegraphic rate for all Switzerland facilitating operations immensely.

Geneva possesses a greater number of large private capitalists than any other city of its size on the Continent. These persons, many of whom are amongst the aristocracy, live upon a tithe of their means, and have, therefore, constant resort to the different bankers and stock-brokers in seeking investment for their surplus funds.

The rates of exchange for short bills in London has been the following for the 12 months, ending December 31, 1866:—

				frs.	cents.		frs.	cents.	
January	..	from	..	25	15	to	25	18	per £.
February	..	"	..	25	20	"	25	23	"
March	..	"	..	25	21	"	25	26	"
April	..	"	..	25	10	"	25	12	"
May	..	"	..	25	05	"	25	10	"
June	..	"	..	25	08	"	25	12	"
July	..	"	..	25	00	"	25	05	"
August	..	"	..	25	07	"	25	27	"
September	..	"	..	25	18	"	25	20	"
October	..	"	..	25	17	"	25	22	"
November	..	"	..	25	16	"	25	20	"
December	..	"	..	25	17	"	25	21	"

Circular notes are cashed by the different agents of the London banks at about 5 centimes below the current rates of exchange for short paper.

These notes are so extensively used, and have become so familiar to hotel-keepers, that travellers can cash them at all the different hotels, either in the mountain valleys or cities, with the greatest facility, at par, in payment for their hotel bills.

English cheques are charged $\frac{1}{4}$ to $\frac{1}{2}$ per cent. commission; letters of credit $\frac{1}{2}$ per cent. Bank notes are paid at about 10 centimes below the current rate; sovereigns worth generally 25 francs to 25 francs 10 centimes.

SWISS IMPORT DUTIES.

In consequence of the Treaty of Commerce between Switzerland and France, the following Federal Customs' Tariff was brought into operation on the 1st of July, 1865, in which other states having treaties of reciprocity with this country, reap equal advantages with the contracting parties.

PART I.—IMPORT DUTIES.

Gunpowder of all descriptions. Salt importation prohibited.

DUTY FREE.

A. All articles for the use of foreign ministers and consuls accredited

to the Confederation, provided the state they represent grant the same right to Swiss ministers, consuls, &c.

B. Travellers' effects intended for their own use, such as clothes, linen, &c.

C. Travelling carriages, and also by special permission, carriages belonging to travellers, although they may not be in use at the time of importation, provided proof is given that they have been used, and are still intended to be so used.

D. Carts belonging to paupers, with their effects.

E. Parcels of goods sent by post, provided the weight does not exceed 1 lb.

G. Articles mentioned in the tariff, and imported by the same person, but not exceeding 2 lbs., and the total duty for which would not exceed 5 centimes.

H. Materials for roads: gravel, sand, &c.

I. Milk, eggs, fish, vegetables, &c.

K. Manure.

L. Gold and silver coin.

M. Sample cards, and samples which can be only used as such.

N. As far as concerns materials used in constructing railways, and for their working, the existing Federal law remains the same as heretofore.

MERCHANDISE TARIFF.

A

(1.) *At 10 Centimes Each.*

Sheep, pigs, not weighing more than 80 lbs.

(2.) *At 50 Centimes.*

Foals, oxen, calves, weighing 80 lbs. and over; pigs, weighing over 80 lbs.

(3.) *At 3 Francs.*

Horses and mules.

B. (ad valorem).

(1.) *At 1½ per Cent.*

Railway carriages, goods, trucks.

At 10 per Cent.

Carriages of all sorts, excepting those mentioned in Tariff No. 1.

C

(2.) *At 15 Centimes.*

Per load of 15 quintals (1 quintal being equal to 109 lbs. English), being imported by water or railway; and when the weight does not exceed 10 quintals—say two-thirds of the whole duty on 15 quintals—is deducted; on 5 quintals, one-third; on 1 quintal, two-fifteenth.

Coal; firewood; charcoal; coke; turf; bark for tanning purposes; hay; minerals of all sorts; straw; stones for building; potatoes.

At 60 Centimes per 15 Quintals.

Young trees for orchards; fruits, &c.; wood, for ebonists; staves; limestone; rags of all sorts employed in paper manufacture; emigrants' furniture and effects, exclusive of those mentioned in class II, 9 and 10.

Fruits and vegetables; packing materials; casks; eggs; alkaline plants; planks; slates; tiles and bricks.

At 3 Francs per 15 Quintals.

3. Trees and young plants, for ornamental purposes, for hot-houses and pots.

Articles serving for public exhibitions, panoramas, theatres; scenery; wax figures; statues; monuments; church organs.

Live fowls ; fresh-water and sea-fish.

PART II.—PER QUINTAL GROSS WEIGHT (=109 lbs. English).

(1.) *At 15 Centimes.*

Alabaster and rough marble ; bitumen of all sorts ; grain ; chesnuts ; cement ; chalks ; grindstones ; rice ; salt ; grains for sowing.

(2.) *30 Centimes per Quintal.*

Acids containing arsenic ; white arsenic ; muriatic acid ; sulphuric acid ; alum ; starch ; wood sawn into planks, such as mahogany, box, and ebony ; cedar for cigar boxes ; all preparations of soda ; dyewoods ; carbonate of potash ; soda of various strengths, and crystallized soda ; beetroot salt ; chloride of lime ; chloride of potash ; cocoons ; glue ; horns of animals ; common fish oils.

Cotton ; iron for building purposes ; machinery of steamers ; wool ; hemp ; jute ; flax ; malt ; manganese ; seal-skins, and untanned skins of various sorts ; rails ; rosin ; sulphur ; plumbago.

Iron plates of large size, not less than 3 millimetres thick, used in constructing machines and boats ; iron tubes (Perkins), 9 millimetres and under, inside diameter, with or without nuts ; vitriol ; different sorts of iron, copper, or zinc vitriols.

(3.) *50 Centimes per Quintal.*

Fresh and salt butter ; lard ; oils ; flour of all descriptions ; books and engravings ; lithographs ; maps of various sorts ; music ; copper-plates ; lithographic stones ; pictures and drawings ; bread ; tallow ; butchers' meat.

(4.) *75 Centimes per Quintal.*

Acetic acid ; pyroligneous acid ; boric acid, and liquid acids not specially mentioned, and in vessels containing not less than 20 lbs. each ; old metal for bells and cannon ; antimony metallic and regulus ; beer in barrels ; spermaceti ; printing types, and metal for types ; wax ; copper, pure or alloyed ; old clothes ; dried fruits ; sulphurous and acetic alumen ; sulphurates ; gums ; lemon-juice ; mustard ; gall-nuts ; oxide of copper ; lead ; earthenware of all descriptions ; sacks ; soap ; turpentine ; linen cloth for packing, and other woven unbleached cloth, if not more than 25 threads per inch ; glass ; bottles ; vinegar in casks ; zinc in sheets, &c. ; lampblack ; oxide of tin ; salts of tin ; sugar of lead ; smalts ; caustic soda ; milk sulphur.

(5.) *1 Franc per Quintal.*

Ornamental iron-work ; iron stoves and heating apparatus (being cast-iron) ; statues in cast-iron.

(6.) *1 Franc 50 Centimes per Quintal.*

Steel in bars, plates, or sheets ; bismuth ; slate in slabs or tables ; tinder ; cocoa ; coffee ; Indian canes ; chicory ; ropes ; hemp ; horse-hair ; copper, pure or mixed with other metals, in bars, plates, or sheets ; copper wire and brass ; mineral waters, natural or artificial, including the bottles, glass or stone ; tin of various manufacture ; Britannia metal ; iron wire ; sheet iron, coated with lead, zinc, or copper ; rough cadmium ; polished marble ; quicksilver ; various metals and metallurgic compositions ; bi-chromate of potash ; honey ; arsenic ; monuments in stonework, polished, and weighing more than 100 lbs. ; nickel ore ; ivory black ; burnt bones ; oxide of lead ; oxide of zinc ; packing paper ; tarred paper ; ordinary pasteboard ; skins of animals unspecified ; brown syrups in casks ; sheet iron, flat, and hammered to a thickness of 3 millimetres, and plates weighing less than 100 lbs..

Wines in cask.

(7.) *2 Francs per Quintal.*

Citric acid; tartaric acid; oxalic acid; anniseed; fennel and cummin seed; anchors of every description, and separate portions; wood for building purposes; cork-wood in planks; wood for veneering purposes, on oak, walnut, and other woods used by ebonists.

Tallow; candles; cochineal; cotton blankets; rock crystals; leather in the rough; copper and brass cylinders for print-works.

Tortoise-shell; whalebone; steel wires for musical instruments.

Spun wool, undyed or unbleached; cotton twist in hemp, jute, or any other vegetable substance, undyed; cheeses; hops; indigo; mathematical instruments; ivory tusks.

Machinery and detached portions used in manufactories; steam engines; locomotives; tulle looms; gasometers; carding machines; running gear in leather of all descriptions, used in manufactories; mother-of-pearl; specimens of natural history; articles intended for collections, and not for commercial purposes; cotton wool; all descriptions of woodwork; deal and other ordinary woods, unpolished and unpainted.

Precious stones, unpolished; coral; raw silk, carded and spun; cotton, woven; pure or mixed linen, woven; linen ticking, 40 threads per inch, half bleached and undyed; empty casks, new or old, with iron hoops; plaited straw.

Utensils and apparatuses made in sandstone, used in chemical manufactories; cotton velvet, undyed or with no pattern.

Salt and preserved meats; bacon, sausages, dead fowls, and game.

(8.) *3 Francs 50 Centimes per Quintal.*

Lucifer matches; biscuits; English descriptions of beer in bottles; common brushes with wooden backs, unpolished; copper caps; India-rubber; gutta percha; new printing type; blacking; colours, dry or liquid; prepared horse-hair; black leather, varnished, coloured, or morocco; Russian leather and parchment.

Copper pans; drugs and drysalters' articles; isinglass; gelatine; sago; sponges; camphor; orange-flower water; brandy; spirits of wine, and other spirits in casks; printing inks; spices; ironmongery of every description; locks, bolts, beds, garden seats, &c., all unpainted or varnished; nails; screws; iron chains; instruments of iron; iron tubes and joints of all sorts (except Perkins), of less than 9 millimetres, as specified in Class II, at 30 centimes the quintal.

Tools made of steel; files, saws, scythes, reaping-hooks, and any unpolished articles for household purposes.

Articles in cast and forged iron, in which the weight of the forged is equal or superior to half that of the whole weight.

Fustians of all descriptions.

Cotton thread, white or coloured (sewing).

Dried fruits, such as oranges, lemons, almonds, nuts, figs, raisins, currants, excepting preserved fruits in syrup.

Purified fish oils, in pots of less than 10 lbs.; oysters, lobsters, &c.

Old furniture; organs and other musical instruments, having been already used; nikel, manufactured and beat into lengths; articles in plaster of Paris; articles for pharmaceutical use; plants, roots, leaves for medicinal purposes; corks, cork soles, and works in cork; works in lead, zinc, tin, unpolished or unpainted.

Ordinary work in straw.

Printing and writing paper, white or coloured, but not variegated.

Macaroni, vermicelli, &c.

Tanned skins with the wool and fur on.

Bed feathers, eider down and other sorts.

Cocoa paste. Chemical preparations and acids not mentioned in the

tariff; iodine; oxide of iron; oxide of uranium; sulphuret arsenic of potash; carbonate of potash; purified and cristallized borax; natural phosphates; citrate of lime; sulphate of magnesia: carbonate of magnesia; chloride of magnesium; sugar of milk; white phosphorus; oleic acid; oxalide potash; red prussiates of potash; wood dyes for blacks, violets, reds, and yellows; sulphate of soda; bicarbonate of soda; chlorate of potash; ultramarine; red phosphorus; aluminium of soda; chloride of aluminium; chromate of lead; mineral and chemical colours, ground, washed, or prepared.

Steel carriage springs unpolished or painted.

White silk, sewing with embroidery, and lace work.

Sugar of every description; molasses and syrups in casks.

Tobacco in leaf, and all descriptions of leaves used in tobacco manufactory.

Woollen carpets and other woollen stuffs without fringe.

Common blankets for horses, or bedding.

Metal sieves.

Varnish of all sorts.

Window glass and glass tubes.

Wine in bottles; vinegar in bottles

(9.) 8 *Francs per quintal.*

Steel household articles and other steel works, polished. Needles, knitting pins, crochet hooks, &c. Toys not specially mentioned. Hosiery (knitted) in cotton, linen, wool, silk and other materials not specially mentioned.

Stearine and spermaceti candles.

Buttons of all sorts. Brushes in polished wood, painted, varnished, or mounted with bone or leather. Mounted walking-sticks and fishing-rods. Whips. Pipe-stems in cane, whalebone, leather, or wood. Chocolate and chocolate paste. Eatables, such as fish, vegetables, or plants in boxes or glass, preserved in brandy, vinegar, oil, or sugar, or alone.

Preserved fruits, or boiled in sugar.

Essence of meat. Caviar, pies, gingerbread, &c.

Instrument strings of all sorts. Cutlery of all descriptions, not included in the class of instruments.

Cotton blankets in needle work, fringes, &c.

Woollen blankets, white or coloured.

English crape, white or coloured.

Copper saucepans, and other copper utensils for domestic use.

Copper works of art, and other ornamental work in copper.

Brandy, spirits of wine, rum, and other spirits in bottle.

Fustian stuffs; iron railings, iron beds and furniture, polished, varnished, or enamelled locks, hinges, hooks, latches, small bolts, padlocks, &c., either polished, painted, varnished or turned. Gold bullion; gold or silver leaf; silver, real or imitation. Office materials, steel pens, excepting those in gold or silver. Ink, pencils, wafers, and office materials.

Fishing hooks, iron or steel tinned, blued or not.

Surgical instruments; musical instruments; musical boxes and accordions.

Beds, with mattresses complete.

Materials for painting, such as canvas, prepared papers, prepared colours in boxes, smelling bottles, &c.

Mercer's ware; hardware of various sorts not specified; new furniture carpenter's works of all sorts.

Looking-glasses and pier glasses of less than two square feet, the former measured with the frames.

Prepared mustard.

Ropes, strings, fishing nets ; horse nets not specified.

Copper founding works.

Book-binding materials, and paste-boards of all sorts.

Comb manufacturer's materials ; marble sculptures and bronze ditto.

India-rubber ; gutta-percha worked in stuffs ; elastic stuffs of all dimensions ; also India-rubber prepared for office and painting purposes.

Wax-work of every description ; wax candles ; common leather work for boot makers and harness makers ; knapsacks.

Fine straw work ; lead ; zinc ; sheet-iron work, and polished tin-varnished and painted.

Various coloured papers ; gold papers : sand paper ; bill paper ; ruled paper.

Paper-hangings of all sorts.

Parasols, and cotton umbrellas.

Gimps of all sorts.

Time-pieces, and ordinary clocks, &c.

Glass beads in steel, or metal imitation stones ; glazed earthenware, raised patterns, plain or variegated ; white porcelain, or figured ; Parian or biscuit ware.

Polished carriage springs, or painted.

Woollen galoons ; silk velvet or mixed ribbons ; list and common cloth shoes ; tobacco, snuff, &c. ; horse-hair materials, &c. ; cotton goods, white, printed, &c. ; cotton velvets ; piquets ; dimities ; patterned materials ; white damask table-cloths ; woollen table covers ; silks and other mixed silk materials ; flannels, linen and linen tapes, and galoons ; cambric and lawn handkerchiefs, not embroidered ; oil-cloths ; silk tape, plain, stiffened or figured ; basket work ; plate-glass of all sizes ; table and cut glass, white or coloured ; stained glass.

(10.) 15 *Francs per quintal*.

Real or imitation jewelry ; gold and silver plate ; plated goods, gilt, galvanized or silver articles ; embroidered handkerchiefs ; gauzes ; muslins ; cotton nets, handworked ; laces and blonde of all sorts ; gilt frames : playing cards ; hats and caps of every kind ; cigars ; cosmetics of all descriptions : elixirs ; plasters ; pills ; syrups in bottles and packages, the contents of which are not required to be opened for examination.

Scarfs and worked shawls : fire-works and artificial flowers ; pier-glasses, measuring more than two feet square, frames included ; stained glass windows ; clocks, watches, time-pieces of all sorts, not included in any other class ; articles of mode ; ornamental wearing apparel and feathers.

Bulbous roots ; hair work ; ready made goods ; silk ; wool ; linen ; cotton and fancy articles in India-rubber and straw ; gloves ; galoshes ; furs, and travelling bags.

Cut agates ; rock crystal : amber, &c., &c. ; ornamental leather work ; morocco or calf ; saddlery ; harness, metal-mounted ; leather gloves, and furred Russian leather boots.

Silk parasols and umbrellas ; perfumery ; scents, aromatic vinegar ; powder and paint, &c. ; precious stones and corals, polished, cut, mounted, or not ; pearls ; all sorts of manufactured carpets of the best quality.

China tea ; trimmings ; gold and silver lace.

Nota.—On direct application being made to me, by an English firm requiring information concerning any article in which they are directly interested, not specified by me in the above tariff, I shall be always glad to answer their enquiries.

There is also a revised table of export duties attached to the tariff,

none of which seem to be of much importance to our commercial men, with the exception of, perhaps, bark for tanning; export duty 50 centimes per quintal (gross weight).

Old rags; waste paper; paper pulp; old rope, &c., of which the export duty is two francs per quintal.

In concluding my report upon the general commerce and trade of this part of Switzerland, I hope another year to collect sufficient materials to extend my remarks to the trade of the German cantons of the Confederation, which I have been obliged to omit this year, not having been able to obtain all the information I required in time.

The canton de Vaud is mostly a wine-producing district, except in its northern portion, where a great deal of tobacco is grown in the neighbourhood of Pazerne. The canton contains a population of 213,157, with an extent of territory of 3,175 square kilometres. Lausanne, the capital of the canton, numbers 20,515. The English residents on the Vaudois shores of the Lake Geneva are almost more numerous than those living in other parts of Switzerland.

The British chaplains at Lausanne, Vevey, and Montreux have forwarded to me the following average numbers of their winter congregations, and residents in their respective districts:—

Districts.				Average Winter Residents.	Average Summer Residents.
Lausanne	..	..	..	300	500
Vevey	..	..	..	200 to 250	400
Montreux	..	..	..	250 to 300	350 to 500
Total	..	..	..	750	1,250

A great many of the above residents reside at Clarens, Vernex, Montreux, &c., on account of the mildness of the climate, during the winter months, and the great facilities afforded them for cheap living in the numerous pensions and hotels, at various rates of three to six francs per diem.

The canton of Valais offers no great interest in a commercial point of view; the vineyards produce some very strong fiery wines, resembling Spanish sorts more than any other, and amongst which the Malvoisie and Vin du Glacier qualities are well known to many travellers passing through that part of Switzerland in summer. This canton has 4,424 square kilometres of extent, with 90,792 population. Sion, the capital, counts for 4,203 citizens. Canton de Fribourg contains the celebrated mountainous pastoral district of the Gruyère and the Simmonthal, from which all the best Swiss cheese of that name is exported. The canton possesses also several establishments for the manufacture of Parqueterie (inlaid flooring), and wooden flooring of various descriptions, also large quantities of window frames, doors, &c., in woodwork, employed in the building trade. This canton contains an area of 1,638 square kilometres, and numbers a population of 105,523. The capital, Fribourg, has 10,454 inhabitants.

The last canton to be mentioned, that of Neuchâtel, forms the group of the Jura valleys and towns, where the great bulk of the Swiss watch trade is carried on. The Neuchâtel wines grown on the borders of the lake, are some of the best in Switzerland, and very excellent champagne is also made here from the red grapes, one house alone exports very considerable quantities to England every year. The canton Neuchâtel contains 799 square kilometres; Neuchâtel, the principal town, has 10,933 inhabitants. The total cantonal population is about 87,000.

Geneva, January 15, 1867.

COMMERCIAL REPORTS

RECEIVED AT

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IN 1867.

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1867.

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NETHERLANDS.

ROTTERDAM.

*Report by Sir Robert Turing on the Trade and Commerce of Rotterdam,
for the Year 1866.*

My Lord, *British Consulate, Rotterdam, Feb. 27, 1867.*

I HAVE the honour to transmit, by the present, my Annual Commercial Report for the year 1866.

I have, &c.,
(Signed) R. V. TURING.

*The Right Hon. Lord Stanley,
&c. &c. &c.*

THE Netherlands have, as a matter of course, participated in the losses and disappointments so generally experienced throughout the commercial world during the memorable year of 1866; and when one reflects that the prosperity of this country is in great part dependent upon—

1. Shipbuilding, which has almost come to a standstill;
2. Upon the trade with the Colonies, which has suffered severely in the late crisis;
3. Upon the immense business in the public funds and stocks, upon which the war naturally had a most disastrous effect;
4. Upon agriculture, which has been sorely afflicted by that great scourge, the cattle plague, besides an unusually heavy rainfall;

it is surprising that there have been so few evidences of distress; and it is creditable to the prudence and foresight, as well as to the administrative powers of the Dutch, that the past year has been characterised by so few failures and calamities.

No doubt all have suffered to a greater or less extent, and few will have reason to be satisfied with their balance sheet, no matter what their line may have been; but there have been no failures of any importance. The ruin which was exhibited on so large a scale in England caused little or no inconvenience to either public or private undertakings here; and the panic, in short, judging by results, can hardly be said to have got a firm footing in this country at all.

It is true the monetary crisis was severely felt. With a rate of discount at one time as high as 8 per cent., and confidence completely shaken, it is certain that much inconvenience and loss was sustained; with a gigantic war raging in Germany, credits were withdrawn, and operations reduced to a minimum; with cholera and cattle plague raging, railway traffic suffered heavily. But with all these losses, which, in the aggregate, must represent a large amount, there has been no general distress, or anything like wholesale destruction of credit; and commerce is again looked upon as intrinsically sound and healthy at the core.

It seems almost superfluous to point out that the Dutch, very reasonably and justly too, ascribe this to the soundness of their commercial doctrines, their prudence and foresight, and their repugnance to sanguine and speculative undertakings. In a country where the law of limited liability has always prevailed, it is not too much to say that the dis-

creditable incidents which have already characterised the short reign of a similar principle in England, would be simply impossible.

SHIPPING AND NAVIGATION.

Freights have ruled very low; and the shipping interest, after many years of disappointment, is in a more depressed condition than ever.

The Government Gazette publishes the following number of vessels which have received Dutch registers in 1866:—9 ships, 6 barques, 26 brigs, 20 schooners, 9 galliots, 13 koffs, 5 tjalks, 3 smacks, 1 lugger, 1 hooker, 1 yawl, 7 foreign-built vessels. Total in 1866, 101 vessels, measuring 13,502 lasts, equal to 27,004 tons; and in 1865, 98 vessels, measuring 12,498 lasts, equal to 24,996 tons.

The present rates of freight, from Java to Holland, are about 2*l.* per ton.

COMPARATIVE STATEMENT of the Merchant Fleet on the 31st December, 1865 and 1866.

	1865.		1866.	
	Vessels.	Tons.	Vessels.	Tons.
Clippers	15	11,210	15	11,210
Full-rigged ships	113	99,452	117	103,966
Barques	311	188,478	301	183,718
Brigs	181	43,652	202	48,194
Schooners	399	67,034	403	67,900
Galliots	304	37,748	298	36,658
Koffs	439	53,702	414	50,646
Various descriptions	399	22,332	385	21,603
Steamers	42	15,068	43	16,184
Total	2,203	538,676	2,178	540,084
CLEARED.				
	Inward.		Outward.	
	Vessels.	Tons.	Vessels.	Tons.
With Cargoes.—Dutch	3,151	584,288	1,989	411,768
Foreign?	4,791	1,240,014	2,725	819,988
In Ballast.—Dutch and Foreign	526	89,875	3,702	717,307
Total	8,468	1,914,177	8,416	1,949,063

TRADE AND COMMERCE.

Arrack.—The imports during last year have been considerably less than during the preceding year, and transactions have likewise been on a smaller scale. The imports into Holland have amounted to 3,349/1 and 497/2 leaguers during 1866, against 4,610/1 and 236/2 leaguers during 1865, against 3,694/1 and 229/2 leaguers during 1865. The arrivals last year again indicated a marked difference in quality, causing prices consequently to rule very irregular. They have ranged from 160 f. to 227 f. (2*s.* 2*d.* to 3*s.*) for Batavia, and 100 f. to 140 f. (1*s.* 4*d.* to 1*s.* 11*d.*) for Sourabaya and other destinations.

Ashes.—The imports of Russian pot ashes have been in excess of those of the previous year, but of American pot ashes no direct supplies have come forward. Prices of Russian have more than usually fluctuated, starting, at the beginning of the season, with 24 f. (24*s.* 6*d.*), but gra-

dually declining till, in October last, the quotation was $11\frac{1}{2}$ f. (20s. 1d.), at which figure large transactions took place.

During November and December prices have again rallied, and importers now hold at 13 f. to $13\frac{1}{4}$ f. (22s. 9d. to 23s. 3d.).

About 3,190 casks Russian have been imported during last year; and the stock in importers' hands, on 1st instant, amounted to 850 casks. Of American ashes, only 170 casks (pot and pearl) have been imported, owing to which prices have advanced to 34 f. (59s. 4d.) for pearl, and 18 f. (31s. 6d.) for pot.

Coffee.—The political and financial embarrassments throughout Europe, witnessed during the past year, have occasioned unusual fluctuations in the prices of this article; good ordinary Java having ranged from 38 to 45 cents. The year opened with some animation at 45 cents, gradually declining in April to $42\frac{1}{2}$ cents. The rates paid during May and June were based upon 40 cents for good ordinary sorts, but during the two following months advanced to 44 cents, ultimately giving way again to $40\frac{1}{2}$ to 41 cents. (71/ to 71/10.)

The imports for the past year have been characterised by an unusually large supply of low, ordinary, impure coffees, which, to a certain extent, has caused the Trading Company's public sales to go off more heavily than is customary, and has contributed likewise to depress the general tone of the market.

The imports of all descriptions into this country during last year have amounted to 1,076,900 bags, against 1,108,000 bags during 1865; and the stock at date, including what is lying on warrants, consists of 338,200 bags, against 386,600 bags at the corresponding date last year.

Cotton.—Sudden and considerable fluctuations in prices has been the characteristic of this article during the past year, and our market has, in this respect, naturally followed the movements of the leading markets. Buyers generally have acted with extreme caution, whilst speculators, in the face of excessively high discounts, and extensive failures abroad, could not be induced to touch the article to any extent. Notwithstanding these important drawbacks, transactions have been on a larger scale than the two previous years. The imports last year amounted to 127,000 bales of all sorts, against 102,000 bales and 98,160 bales during 1865 and 1864 respectively.

Prices have ranged from 67 to 110 cents (1s. $0\frac{1}{2}$ d. to 1s. 9d.) for North American; Dhollerah 51 to 98 cents ($9\frac{1}{4}$ d. to 1s. 6d., and other kinds at proportionate rates, our market closing firmly at 83 cents (1s. $3\frac{1}{2}$ d.) for good middling American, and at 64 to 66 cents ($11\frac{3}{4}$ to 1s.) for fair East India descriptions.

Dye-woods.—Notwithstanding the limited supplies, the demand generally has been void of animation, and prices have experienced but little fluctuation. Of Laguny campeachy no imports have taken place, and the supplies of St. Domingo and Jamaica campeachy have not exceeded 2,780 tons, which fetched from $2\frac{1}{2}$ f. to 3 f. (4l. 6s. 3d., to 5l. 12s. 3d.) Sapan wood has been in good request, prices for bimas having ranged from $6\frac{1}{2}$ f. to 8 f. (11l. 3s. 3d. to 13l. 15s.)

The stock in first hands only comprises 121 tons campeachy, 40 tons fustic, and 25 tons sapanwood.

Hides.—An active demand has prevailed during last year, and business on the whole has been animated, whilst fair prices have generally been paid.

The total imports have not been to the same extent as during 1865, the same having comprised 68,034 Java cow, and 17,940 buffalo hides, 5,538 ragoon, and 1,000 Buenos Ayres hides, and the stock in importer's hands consists of 31,734 hides of various descriptions.

Indigo.—After a temporary decline during the spring and summer months, prices have experienced a gradual steady improvement,

especially as regards the fine and good middling descriptions which have met with an advance of from 10*d.* to 1*s.* 2*d.* The ordinary and inferior qualities fetched irregular rates throughout, and in some instances suffered a decline on the prices paid during the preceding year.

The Trading Company brought forward, in their periodical sales, 5,388 chests Java, and the private trade imported 3,252 chests Java and other sorts, against 5,215 and 2,712 chests respectively during 1865.

The prospects for the present are not unfavourable; stocks are not large, and the supplies on the way not equal to last year's, whilst there seems to be every likelihood that the demand will continue active for some time to come.

Oils.—Owing to the want of direct supplies, transactions in whale oil have been necessarily limited, but, on the other hand, business in palm oil, and also petroleum, has far exceeded that of previous years. Of palm oil the imports have amounted to fully 1,900 tons, principally direct from the coast of Africa, and prices have ranged from 23½*f.* to 26½*f.* (2*l.* 2*s.* to 2*l.* 7*s.* 3*d.*) for prime quality.

The imports of cocoa-nut oil have not been to a sufficient extent to meet the existing demand, which caused prices to advance rapidly, transactions having recently taken place at 38*f.* (3*l.* 7*s.* 6*d.*) for first quality cochín, and at 35*f.* (3*l.* 2*s.* 1*d.*) for Ceylon.

Of petroleum, the direct supplies to this port, have comprised 45,300 barrels, against about 15,000 barrels during 1865. Notwithstanding the increasing demand for consumption, prices have materially declined during the year, the present quotation being 23½*f.* to 27*f.* according to quality.

Rice.—In consequence of the want of supplies and a total absence of demand, transactions during the spring and summer have been limited. A partial failure of the potato crop in this country, has, during the autumn months, occasioned an improved feeling, which led to purchases of sundry cargoes of Arracan and Rangoon rice afloat. Prices have not fluctuated much, those of Java having ranged from 9½*f.* to 10½*f.* (15*s.* to 16*s.* 6*d.*), and of Arracan rice from 6¼*f.* to 7⅞*f.* (10*s.* to 12*s.* 2*d.*).

The total imports into Holland consisted of 45,300 bags of all descriptions, and the stock at date in first hands amounts to 20,700 bags.

Spices.—The demand generally has not been active, but prices have, on the whole, been well maintained, and the annual sale of the Trading Company, which took place on 21th August, comprising, 1,545 casks nutmegs, 774 casks mace, 2,347 packages cinnamon, and 2,921 bags of pepper, went off better than had been anticipated: the nutmegs finding ready purchasers at 82 cents (1*s.* 2¾*d.* *f. o. b.*) for No. 1, and mace D 96 (1*s.* 5½*d.* *f. o. b.*)

Amboyna cloves, of which the Company had no new stock to offer for sale, experienced an animated demand, which caused prices to advance steadily from 26 cents to 34 cents (6¼*d.* *f. o. b.*), ultimately closing at 31 cents (5¾*d.*)

Sugar.—Various unforeseen circumstances have combined to upset the favourable expectations entertained early last year with regard to the course of this article. The unsettled state of politics; the war in Germany and Italy, and the financial panic in England, have chiefly contributed to shake confidence, to diminish consumption to a considerable extent, and to check speculative operations. During May and June prices had declined some 5*s.* to 6*s.* against those of February and March. Since July a better feeling has been observable, and prices, with occasional fluctuations, moved gradually upwards, but never fully recovered the lost ground, although the partial failure of the beet-root crop in France has tended to strengthen prices generally.

The total imports into Holland have consisted of 116,300 tons against 115,400 tons during 1865.

Refined sugar has likewise participated in the general decline, crushed No. 1 having varied from 37 f. to 31 f., closing with 36 f. The export of refined has been in excess of that of former years, the total having been 82,800 tons against 74,454 tons during 1865, and 71,459 tons during 1864.

Tea.—The direct supplies from China have amounted to about 19,000 packages by the “Yeavinger Bell,” the “Hydra,” and the “Thurso,” which teas have fetched fair prices. The Trading Company’s sales of Java teas have amounted to about 24,000 packages, which have likewise found ready purchasers.

The “Monarchy,” with a direct cargo of teas from Toochow, comprising 10,093 packages congous, 1,400 packages souchong, and 443 chests pekoe, is expected to arrive shortly, and her teas are likely to meet with a good market.

Tin.—Prices of Banca tin have, during almost the whole year, followed a retrograde movement. The quantity brought forward by the Trading Company (together 221,105 slabs) in two public sales, has considerably surpassed that of preceding years. The first sale on 27th March, established an average price of 49.86 f. (87s. 9d. f.o.b.), whilst 46 f. (81s. f.o.b.) was paid in the autumn sale on 28th September last. The lowest point was reached in May, when transactions took place at 44½ f. (78s. 6d. f.o.b.)

Within the last month prices have materially improved, and the transactions during December were at prices from 47¾ f. to 50¼ f. (83s. 10d. to 88s. 6d. f.o.b.), the market closing at the last-named figure.

The total stock in first hands, including the quantity lying on warrants, amounts to 195,600 slabs against 190,600 slabs at the corresponding date last year.

Tobacco.—The supplies from North America have been on a larger scale than during 1865, but there is a falling off in the imports of Java tobacco and other descriptions. The arrivals at this port and Amsterdam amounted to 21,772 hhds. Maryland; 1,016 hhds. Virginia; 529 hhds. Kentucky; and also 90,100 bales Java; 3,640 packages Brazil, and 2,850 packages sundries.

The stock in importer’s hands consists of 3,335 hhds. American, 25,336 bales Java, and 3,050 packages of other sorts.

EXPORTS.

The cattle trade has suffered considerably, in consequence of the prohibition to import live cattle from Holland into Great Britain during the prevalence of the cattle disease, and the Dutch farmers are equally unable to find a market elsewhere.

Large quantities of slaughtered meat are, however, sent over by the steamers to London, and in this manner the London market continues to receive some portion of the usual Dutch supply of beef and mutton.

The prohibition on the part of the British Government to the importation of Dutch hay was looked upon as a serious obstacle to this branch of trade; but it appears that under certain restrictions Dutch hay is allowed to be landed in English ports, so that this branch is not entirely extinguished.

Shipments of butter, cheese, flax, madders, seed, &c., continue to be extensively carried on, but the official returns are not published till later.

The following Table shows the total export from Holland of all kinds of refined sugar during the years—

1864.	1865.	1866.
Tons.	Tons.	Tons.
71,459	74,454	82,810

AGRICULTURE.

The outbreak of the rinderpest has been, and unfortunately continues to be, a scourge of terrible severity to this country, which consists almost entirely of meadow and grazing land.

The measures taken at the commencement were not sufficiently stringent, and the consequences of a mistaken leniency are now being felt throughout the kingdom.

It is true that the present Government are doing their utmost, by the application of a sterner policy, to remedy the faults of their predecessors; and by strong repressive measures, a total prohibition of the movement of cattle from infected districts, military cordons, wholesale slaughtering of all the live stock in an infected farm, &c., it is hoped that the plague may be stayed.

The official returns, however, still show a lamentable number of cases every week, as will be seen by the following Table:—

Provinces.			New Cases week ending 5th January, 1867.	Total number of Cattle attacked since the commencement of the disease.
			Head.	Head.
South Holland	..	..	2,586	78,585
North Holland	..	..	484	5,870
Guelderland	..	..	90	1,350
Utrecht	..	..	1,828	43,591
Total	..	..	4,988	129,396

against 5,832 head, week ending 29th December, 1866.

			Total Cases.	Died.	Slaughtered.	Recovered.	Doubtful.
South Holland	..	..	78,585	34,604	14,707	27,148	2,126
North Holland	..	..	5,870	798	4,279	798	..
Guelderland	..	..	1,350	22	1,247	..	6
Utrecht	..	..	43,591	25,236	3,479	12,900	1,976
Since the first outbreak..			129,396	60,660	23,712	40,841	4,108

The energy with which we in England have met the case has, as may be supposed, attracted great attention; and public opinion amongst the farmers and stockholders, which has hitherto always opposed the Government in repressive measures, is gradually coming round to the necessity of a strong and decisive policy.

The cattle disease has, unfortunately, not been the only calamity which the agricultural interest has had to contend with. The unusual rainfall during this summer and autumn inundated half the country, and seriously injured many of the standing crops of peas and beans, &c, whilst at one time the potato crop was in imminent danger of destruction. The natural consequence is, that a considerable rise has taken place in all cereals, and large quantities of rice were imported to supply the deficiency.

Rotterdam, 27th February, 1867.

PORTUGAL.

Report by Mr. Consul Crawford upon the Port Wine Trade of Portugal.

My Lord,

Lisbon, February 21, 1867.

I HAVE the honour to inclose herewith a copy of a very interesting report, which I have received from Mr. Consul Crawford, upon the state of the port wine trade, past and present.

I have, &c.,

(Signed) A. PAGET.

The Right Honorable Lord Stanley, M.P.

Sir,

British Consulate, Oporto, February 13, 1867.

I HAVE the honour to transmit to you herewith a report upon the port wine trade, containing remarks which, I venture to believe, will be found to have some bearing upon the question of the adjustment of the terms of a commercial treaty between Great Britain and Portugal.

The recent proposal for a modification of the duties in England upon wines has caused a very profound impression in this city, both among British and native shippers of wine, and, as I am informed, considerable alarm in the district of its production. The influences thus aroused are, I believe, those most capable of countervailing the growing weight and prestige of the protectionists in Northern Portugal.

I have, &c.

(Signed) OSWALD CRAWFURD.

Sir A. Paget, K.C.B., Lisbon.

THE circumstances connected with the port wine trade are now, perhaps, of greater interest and importance than at any previous period. The year just passed has seen the removal of the last vestiges of a system of monopoly under which the trade has laboured for 109 years. The modification which it is proposed, if not actually intended, to apply to the present manner of levying the import duties in England upon wines, will more nearly affect the interests of the shippers of port wine, than those connected with any other branch of the trade; and the important part which the the port wine shipments have, in the commercial system of Portugal, make this trade (mostly in the hands of British exporters) a matter for special consideration in the event of any negotiations for a new commercial treaty between Great Britain and Portugal.

The Methuen treaty of 1703 fostered the consumption of port wine in England, and also led to a familiarity with various British manufactures in Portugal. The treaty was in force for nearly 130 years, and although, upon its termination, the wines and the manufactures of other nations were placed, in the two countries, on an equal footing, each country has retained much of the taste for the productions of the other, which was fostered through so many years."

It need hardly be observed that the shipment of wine from Portugal

to England, by engaging much shipping in its transport, acts in a considerable degree as a premium upon shipments from Great Britain, by furnishing low freights and regular transport for return cargoes. The existence of a regular and permanent traffic between the two countries in wine, also, it need not be insisted upon, presents many financial facilities for the furtherance of other branches of trade between them, which at present are only hindered in their development by various removable restrictions.

The wines of Portugal, notwithstanding their high qualities, would not, probably, have found the acceptance they have done in England but for the imposition (in their favour) of a discriminating duty upon them by the treaty of 1703.

Portuguese wines, but not port wines, were already an import into England before the date of the treaty. The first recorded return of the quantity exported is for the year 1678, when it amounted to 408 pipes. In 1688, the exports were 1,096 pipes. From this period they rose rapidly, and in 1690 had reached 4,988; in 1693, when duties on French wines were raised 25 per cent, they were 13,011. This was the highest point till the date of the treaty of 1703, when the exportation only stood at 7,567 pipes. In the year which followed it, the number of pipes was still only 10,078; although, by the operation of the treaty, a difference was established between the duties on French and Portuguese wines of 142 per cent in favour of the latter.

Portuguese wines were, it is well established, first brought from the neighbourhood of Vianna, a seaport 30 miles north of Oporto, where a fair red wine is still produced: and from Figueira, a town about the same distance to the south of the Douro—the immediate neighbourhood of Oporto being a granite formation, and therefore unsuited to the production of fine wines. Mr. Croft, a Yorkshire wine merchant, writing in 1727, says that the Portuguese were “subsequently induced to cultivate the vineyards on the heights bordering on the River Douro.” This is the present “Port wine country,” or, to speak quite accurately, one portion of it; and in this neighbourhood alone the really fine wine is produced.

The date of the first use of true port wine in England is fixed by Mr. Croft, in another part of his treatise, as “about the reign of Queen Anne;” and there is evidence enough, in the literature of the period, to show that, towards the end of this reign and the beginning of the next, clarets and wines from Tuscany were giving way, first to Portugal wines, and subsequently to the Douro wines; and, from the date of the treaty, there was, probably, little inducement to export any other; the quality of the true port being so far superior to any other Portuguese wine, and the price in the wine country being, in 1701, so low as 2*l.* 15*s.* per pipe (Mr. Croft).

In 1756 the Oporto Wine Company monopoly was established by Pombal, in accordance with the commercial principles of the time, and in close imitation of their development in France under Colbert.

Now that the weight of these restrictions is removed, it can answer no useful purpose to detail the history of the Wine Company, which is that of the issue of laws, each of which was a more flagrant violation of free trade than its predecessor. It is enough to say, in order to show the development which the port wine trade should now, if fairly treated, assume, that each pipe was burdened with an export duty of about 3*l.* That, as the wine was classed arbitrarily as fit or unfit for exportation, it came to result from the corruption engendered by the system, that a further sum of about 3*l.*—sometimes a great deal more—was charged on each pipe. Consequently each pipe of port wine was enhanced in price by at least 6*l.* to the English purchaser.

It is very clear that, but for the extraordinary qualities of port wine itself, the competition of the wines of other countries would, under such a system of espionage, bribery and oppression, have driven ports entirely out of the market after the termination of the treaty.

In 1834 the Company's monopoly was suspended, but, by Royal Decrees, in 1838 and 1843, it was re-introduced, with some slight modifications, to be finally done away with altogether in December, 1865.

All through the period of the existence of the Company, the exportations of port wine underwent little variation till the time of the French Revolution. The exports having averaged about 22,000 pipes from the institution of the Company till towards that period, began then to show a decided increase. In 1787 they were 34,017 pipes; in 1790 they were 46,808; in 1798, 64,402, although an invasion of Portugal was threatened in that year. The exports again sensibly diminished during the Peninsular War; in 1811 they were only 21,208 pipes. In 1813 the exports were still low. In this year, those to Great Britain were, for the first time, distinguished from those to other countries—Great Britain taking, in that year, 21,195 pipes, and all other countries together only 1,000. But the consumption was, no doubt, hindered during the last five years of the 18th century, and the first fifteen of the present century, not only by impoverishment of the country through excessive war taxation, but by the enormous duties imposed on wines of all descriptions; the duty of those from France having been raised from 4s. 10d. a gallon in 1794, to 19s. 8d., their highest point, in 1813, and on Spanish and Portuguese wines, from 3s. 1d. in 1794, to 9s. 1d. in 1813. Not much variation in the exports occurred till 1825, when the duty was lowered from 9s. 1d. per gallon, to 4s. 10d. French wines were, at the same time, admitted at 7s. 3d. a gallon. The result was to increase, by about 40 per cent, the imports of port wine in that year, relatively to the average imports of the preceding ten; but the high point then and thus reached by port wine importation was never again approached. It is noticeable that there was a correspondingly increased importation of the wines of Spain, of France, of the Rhine, and of the Cape during this year, and that the consumption of all of them fell off very greatly in the succeeding year; in sympathy, no doubt, with the commercial inflation and collapse which preceded and followed the financial crisis of 1826.

Thus far, I have derived my statistics from memoranda preserved in the counting-house of a firm of old standing in this city, and which agree very well with such returns as have been given out by the Portuguese Government. The data that follow are derived from the returns of the English custom-house.

In 1831 the duties on all wines, except Cape, were equalized; but this had no effect in reducing the imports of port; neither did the revolution in Portugal in 1831, nor the siege of Oporto, occurring in 1832, produce any diminution in the supplies of ports to Great Britain, although the city and river were strictly blockaded for eleven months of that year. These events, nearly coinciding in time with the long reform agitation in England, and with the revolutions on the Continent of Europe of 1830, might have been expected to have had some effect upon the importation of ports and of wines in general; but I do not observe this to be the case. In 1830, the consumption of ports in Great Britain was 2,869,608 gallons—being within 4,000 gallons of what it was in 1836, and in the intervening years the consumption did not materially vary. Indeed, an examination of the recorded exportations to the United Kingdom goes to prove that neither great alterations in the wine duties, nor important political disturbances, unless, indeed, these latter be such as extend over many years and cause exhaustion of the country's resources, do much to

affect the consumption of a wine upon which the nation has fixed its taste; and also that an alteration in the taste itself is generally very slow and gradual in establishing itself. In most cases, such alterations result from some very marked deterioration in the character of a wine, as was the case with the Tuscan wines in the time of William and Mary. These wines, having only supplanted clarets because of the war with France in 1689, afterwards lost their original character, and were competed with by Portugal wines, and afterwards quite driven from the market by the wines of the Douro, as I have shown before.

The taste for ports is, at present, decreasing, only in the sense that the consumption does not continue to bear the same proportion to the population as it did before sherries were in vogue, and at a time when claret was unattainable. The actual importation of port wines has suffered no material change for the last 37 years; but whereas the proportion of port consumed, relatively to other wines, in the year 1830, was about 44 per cent., it now bears a proportion of not more than one-half of that per centage.

The Treaty of 1860, and the consequent lowering of the duties on all wines, though it produced an increase in the consumption of French wines, has neither sensibly increased nor diminished that of wines from Portugal.

In the year which followed that treaty, the imports of port wine into the United Kingdom were 2,681,453 gallons; in 1862, 3,048,491 gallons; in 1863, 3,594,887 gallons; in 1864, 3,344,872 gallons; in 1865, 3,740,578 gallons. These returns refer to all Portugal wines; but the imports of Portuguese wines, other than port, are so trifling as to make it unimportant to deduct them from the total amount. The imports into the United Kingdom for 1866 are not yet officially published. The consumption has, however, been stated by the Trade Circulars to have exceeded by nearly 5 per cent. that of the preceding year; while the exports of wine from Oporto are shown by the custom-house returns at Oporto to be less by 27,385 gallons than in 1865.

The true port wine is grown in a narrow strip of country along both banks of the river Douro. The greatest length of this district is 26 miles, and it lies nearly due east and west with the course of the river; its average width is 6 miles. The geological formation is a peculiar brown slaty schist, and the country is a series of lofty and precipitous hills. The wine-growing district is divided into two portions, known, from the name of the river which here falls into the Douro on its right bank, and separates them, as the Upper and the Lower Corgo. The wine district originally was confined to the Lower Corgo, where the soil is more loamy and the country less mountainous than the upper district.

In the Upper Corgo the best wine is now grown, but the produce of the vineyards is not so great as in the Lower Corgo; the soil above being singularly barren, and more nearly resembling the debris from a stone quarry than a very highly-cultivated ground.

The vines grown in the two districts are distinct, to some extent, in their species, and, to a greater extent, in the character of the grapes which they produce. A vine much grown in the Lower Corgo, and which may be taken as a type of all the species there employed, is the Bastardo—a producer of a fine wine with a large proportion of saccharine matter, of a very delicate flavour, but with very little colour. Another vine frequently used in the Lower Corgo, is the Alvarilhao.

The grapes in the Upper Corgo are less abundant producers of a wine possessing more body, and of a very full colour and remarkable flavour. Among the varieties of vine, the most frequent are the Touriga, the Tinta Francisca, Tinta Caa, &c.

The vines are grown as in France, that is, close to the ground; not creeping over it, as at Xeres, nor supported on pollards or trellises, as in most other parts of the Peninsula, and in the majority of Italian vineyards.

The operations of the vintage differ only in two or three material respects from those followed in France; and the differences in culture are, in general, not more considerable than the difference of soil and climate renders essential. One more material difference is, that the vine is so pruned as to leave fewer shoots for the ensuing year. This excessive pruning produces a richer grape, though a less abundant crop, than the French system. Again, the grapes are gathered, not, as in France, when they are merely ripe, but only after they have lost some part of their water by their continued exposure to the sun, and when, therefore, they are beginning to dry up into raisins, by which process the sugar and other ingredients in the grape, and subsequently in the wine, are developed in larger proportions to the watery particles; resembling, in this respect, those richer and very expensive wines (too costly for commercial purposes) which are known in France as "*vins de paille*," and are produced from grapes gathered in the usual way, but allowed to ripen afterwards in the heat of the sun.

The vintage takes place, according to the season, from the 29th of September to the 10th of October. At this season, great numbers of labourers, principally from the adjacent villages and from Galicia, flock into the district, increasing the numbers of those already engaged in the vineyards throughout the year. The average daily wages (with food supplied) are, for a vine-dresser, 1s.; for a common labourer with the hoe, from 8d. to 10d. The grape-gatherers are chiefly women and boys; their wages average 7d.; the allowance of food not, however, in any case, including bread. The exceedingly stony nature of the soil throughout the district, and particularly in the Upper Corgo, renders the use of the spade impossible; and even the ordinary hoe, the general implement of manual cultivation in Portugal, cannot be employed in the wine district. The tool used is a hoe (*euxada*) having two strong prongs instead of the usual cutting part, and a heavy mass of iron on the opposite side. With the forked part, the large stones in the vineyards are turned over; with the other, they receive one or two blows, which break them up, and expose them more thoroughly to the decomposing action of the atmosphere.

The wine-making, though at first sight primitive, is, in all essential particulars, very cautiously and skilfully performed. The over-ripe or inferior grapes being picked out, the rest are thrown into a large stone-built vat (*lagar*). Into this as many men as can easily find room enter, and tread out the juice. The men stay in from 20 to 30 hours; the must is then allowed to stand until a thorough fermentation has taken place. At the fitting moment, judged either by the experience of the wine-maker, or more precisely by the use of the *glucosænomètre*, the wine is run into tonnels which may contain from 5 to 30 pipes. It is now that a small portion of brandy is added, as is also done with sherry and madeira, to prevent the wine, containing as it does so many rich ingredients, from running into an excessive fermentation, and so losing too much of its saccharine matter. The necessity or expediency of so adding spirit at this stage of the process has been disputed by persons perhaps only theoretically conversant with the process of wine-making; but it is difficult to apply preconceived theories to the subject, in the presence of persons who have made it the business of their lives, whose interest it is to use as little spirit as possible, who are singularly free from prejudice, and whose continual efforts have been to enforce improved and enlightened processes of manufacture and modes of cultivation upon the

farmers. It is very certain that, when made without brandy, the wines of the Douro, even if they would keep, which is a disputed point, have not any of the softness or flavour of port wine; but are intermediate in character between claret and burgundy, without possessing either the delicate bouquet of the one, or the flavour and "roundness" of the other.

The wine remains in the tonnel until the fermentation is checked by the cold weather of autumn, as is shown by the wine becoming clear and bright. This will occur towards the middle of November. The wine is then run off into pipes, containing each 115 gallons, and is ready to bring down to Oporto.

It has latterly been the practice for most English firms to buy the wine by anticipation, and to superintend the making themselves. This has been the case for about 20 or 30 years, and has undoubtedly checked many malpractices on the part of the farmers, and led to much more care in the preparation of the wines.

The new wine is brought down the river Douro in the early spring months, the river transport costing about 8s. 10d. for each pipe, and is lodged in the warehouses of the merchants at Oporto. It is here kept till ready for shipment to England, seldom being fit for that purpose for at least 18 months.

The expansion of the revenue derivable from wines, which has been anticipated from recent reductions in the duties, is perhaps only to be fully realised from the more extended consumption of the stronger wines; and their consumption is so dependent upon public opinion that it is important to examine some of the causes which have led to a slight reaction in favour of the lighter growths of France and other countries.

The chief cause of this prejudice against the stronger wines is almost entirely due, so far at least as port wine is concerned, to the writings of the late Mr. Joseph James Forrester, and the evidence given by him before a Committee of the House of Commons, upon the subject of port wine. His writings have had so considerable an effect upon public opinion, both here and in England, and are so principal a cause of the direction of that opinion in the matter of wine generally, that it is essential to examine these views, and the circumstances under which they were put forward.

Mr. Forrester was a wine-merchant of Oporto, the proprietor of a vineyard in the port-wine district, and a gentleman of great accomplishments and some talents. He was, therefore, well calculated to form valuable opinions on any question connected with port wine.

The tenor of all his writings may shortly be stated to be, that port wine should, by the abandonment of the ancient processes of making, be prepared entirely, as he asserted Burgundy and Bordeaux wines to be prepared, without the use of brandy. He advocated these views in every way, and acted upon them himself, both as a producer and as an exporter of wines. Although most, if not all, of the shippers in Oporto were opposed to what they conceived to be fallacies, Mr. Forrester nevertheless persuaded many wine-producers, to whom the cost of brandy in their wines was a heavy item of expenditure, that wine could be made without spirit, and, being so made, could be preserved. As Mr. Forrester's books and pamphlets were written in a popular and attractive form, and as his views derived weight from the known experience and position of their author, his writings have made a strong and lasting impression upon the consuming classes in England; and I have indeed seldom observed the subject to be touched upon by recent writers in England, who had not imbibed some, if not all, of Mr. Forrester's opinions.

Mr. Forrester, having once embraced the peculiar views above named, entered eagerly into a controversy with all those who were opposed to

him ; and, in the course and heat of his controversial writings, used his utmost efforts to prejudice the public against the use of the old-fashioned ports, alleging, of all port wine shipped to England, what perhaps was true of only a very small quantity, namely, that it was adulterated with various extraneous matters, some of them hurtful ; and that port wine was in consequence deleterious, or at least indigestible, as a beverage. He advocated the use of a pure, well-fermented wine, made without any extraneous ingredients, and notably without the aid of spirit to assist in the preservation of the liquid.

Unfortunately Mr. Forrester's arguments, put forward, as they were, with great skill, were never encountered except by a tacit opposition, and by one or two insignificant pamphlets which carried no conviction with them. This is now much to be regretted, because it is asserted that his opinions were, in the main, grounded only on unsupported assumptions and assertions of his own, and, in some cases, upon data clearly provable to be erroneous ; and if this could have been shown at the time, the issues of the controversy might easily have been narrowed, and the divergence of the two parties lessened, probably to the advantage of both, and the elucidation of truth. This, however, did not happen, and much ill-feeling and violent partisanship ensued, with this undoubted bad general result to the interests of the trade, that the public in England believed implicitly what they were told by an apparently impartial person, and what they never observed to be contradicted ; and to this fact it is no doubt owing that the consumption of port wine has, instead of increasing with the increasing prosperity of the country, remained nearly stationary, while that of all other European wines has progressively increased.

After a careful perusal of Mr. Forrester's scattered publications (which would fill two good-sized octavo volumes), I cannot find that his views are based on anything beyond the two following positions :—

1. That port wine can be made without spirit because French wine can be so made.

2. That the wine, as shipped to England from Oporto, is adulterated.

I shall venture to examine these two hypotheses at some length, for upon them turns the whole question of the maintenance or the abandonment of the present system of port wine production, and the adjustment of the alcoholic scale as a test for import duties upon wine in England.

First. That port wine can be made without spirit, like the wines of France, remains to be proved ; but to assume that French wines can be so made is quite erroneous, because French wine, if intended to keep, must be mixed with spirit. In proof of this, it will be only necessary to quote from a manual well known to all wine-growers in Southern France, "*Le Manuel de la Vigne*," by the well-known analogue M. le Bœuf. He says :—

"Le travail (that is, the manipulation) des vins est chose permise et parfaitement licite ; il ne s'agit pour cela que de jeter les yeux sur ce qui se passe dans le commerce et la fabrication des grands centres vignobles d'un côté, et sur le Code de Commerce de l'autre.

"Qu'est-ce que le vin de Champagne ? du vin blanc travaillé, c'est à dire, sucré, alcoolisé, tannifié, &c. Qu'est-ce que le vin de Paris, Macon, Bourdeaux, Bourgogne, &c. ? du vin coupé, mélangé, coloré, du vin travaillé.

"Qu'est ce que le vin de Bourdeaux, pris même à Bourdeaux ? Pour la plupart, surtout dans les vins ordinaires, du vin coupé, coloré, alcoolisé, parfumé, du vin travaillé."

It has been repeatedly asserted by the wine merchants here, British and Portuguese, that port wines contain so much more of those particles which go to constitute vinosity, that it requires more spirit to preserve them than lighter wines. The more thorough ripening of the grapes,

caused partly by the admirable aspects of the vineyards in which they are grown ; partly by the greater heat of the summer of Portugal ; partly by the more complete pruning of the vines, and partly by the later gathering of the vintage, is such, that when placed in the press, each grape is (unlike the grapes used in French wine-making) one mass of saccharine matter. The juice of the grapes in this state forms a wine which, it is said, requires brandy in exact proportion to the fermentable and non-aqueous particles which it holds in suspension. It is certainly the case that the clarety wines of Portugal require less brandy for their preservation than the richer wines of the upper Douro. These wines are made for consumption within the twelvemonth. If required to be kept longer, they have added to them a certain percentage of spirit, while the Douro wines, even those meant for consumption in the country, require nearly twice that percentage.

That the amount used is the true necessary minimum might easily be argued from the fact that the Portuguese prefer light port wines ; and that the cost of brandy being ordinarily four times that of young wine, the obvious interest of the native merchant would induce him to employ the least possible quantity of the more costly liquid.

The wines of Bordeaux are, with the single exception of the limited growths of Hermitage, the only fine red wines of France which will bear exportation. Even they require the addition of spirit, as I have shown ; but even if they did not, it might be objected that no analogy could be drawn from them applicable to a liquid so entirely distinct as port wine. The richer wines of Burgandy far more nearly approach the character of port than those of the Bordeaux district ; and if it could be shown that they could be preserved without spirit, it would be difficult to meet the argument thus raised. Unfortunately, these wines, equal, if not superior in every respect, to the best growths of the Médoc, are practically excluded from foreign consumption by the fact that they degenerate in a few years, sometimes in a few months. I extract the following passage from the "*Dictionnaire du Commerce et des Marchandises*:"—"Cette grande et magnifique contrée vinicole (la Bourgogne) a vu son exportation diminuée et presque anéantie par suite de l'amertume que prennent ses admirables vins dans le transport."

The admixture of spirit with port wine is, at present, probably no more than is absolutely necessary. For many years past the demand in England has been for a port wine dryer in quality and lighter in colour ; and the shippers here, to meet this demand, as well as to save themselves the expensive use of spirit, now more than ever endeavour to reduce their additions of brandy to a minimum. This reduction has, no doubt, been facilitated by the far more careful preparation of wine now adopted in the district of its production. There are, at present, upwards of 100,000 pipes of wine in stock in this city ; and, after a series of very careful inquiries, my opinion is, that, in the case of these stocks, 39 per cent. is about the average proportion of proof spirit to wine. Some few wines, mostly new, may contain as little as 36, and again a few richer ones 41, or even 42 and 43 degrees. It must be remembered that about 1 per cent. is added on shipment.

A gentleman from Lisbon is at present employed in this city in investigating, on behalf of the Portuguese Government, the strength of the wine now held in stock. Although his report has not yet been published, it is well known here that his experiments show the average strength to be 40 per cent., or 1 degree higher than I have given it.

Port wine is less apt than other wine, even, perhaps, than sherry, to deteriorate in the hands of the foreign purchaser ; but this has occasionally happened, to the great loss of the shipper, who virtually guarantees

what he exports against degeneration. This was notably the case of wines of the fine vintage of 1851, many hundred pipes of which turned bad after exportation, and were returned to the shipper. This fact would seem sufficiently to show that the shippers do not, as a rule, exceed the minimum quantity of brandy necessary to protect the wine.

The other statement of Mr. Forrester, that port wine was adulterated with treacle, elderberries, and geropiga, was contradicted by every gentleman in the trade at the time he brought the charge, that is, in 1844. It may, or may not, have been well founded at the time; but it certainly is not the case now. Mr. Forrester says that elderberries give a taste and smell to the wine quite unmistakeable, and a dark purple colour, which is very different from the rosy colour of true port wine. This, I understand to be perfectly true, and, as the demand for very high colour, as I have said, no longer exists, the statement made to me, that only about 1 per cent. of the port wine now made is stained with elderberry, and that, wine of a very inferior quality, may be accepted as truthful; but the charge thus brought by Mr. Forrester was not very fairly made, as it was not the elderberry juice, but the colouring matter extracted from the dried berry, that was used to stain the wine.

The use of elderberry is mentioned as having been commonly resorted to so long ago as 1727, by the Mr. Croft whom I have before quoted. That the trees were originally planted for the purpose of adulteration there can be no doubt; but the demand having ceased here, the trees are being destroyed. I have myself seen a row of them cut down, almost the only ones I observed in the wine districts. It is a singular fact that a demand for elderberries has now sprung up from abroad, principally from Spain; and that the dried elderberry is largely exported thither and to ports in France is shown from the following extract from a statistical table published by the custom-house of Oporto:—

The exportation of *bága* (dried elderberries) was as follows in 1866:—

Brazil	18,162	kilos.
Spain	145,335	"
France	19,000	"
England	1,020	"
New York	1,700	"
Total	185,217	"

Geropiga is still employed to some small extent, but it is not the article described by Mr. Forrester, who says that it is made with treacle, unfermented grape-juice, elderberry, and brandy. At present the term geropiga is only applied to what is called a *vinho mudo*, that is, a must checked at the height of the saccharine fermentation by the admixture of about 32 per cent. of proof spirit. It is still occasionally made of the pure sweet must, unfermented, with the addition of brandy; but the former is the commoner way. Of the numerous specimens I examined, none had, to judge by their pure taste and light colour, any addition of treacle or elderberry. Geropiga is chiefly made from the Bastardo grape already described, the producer of a wine abounding in saccharine matter. The result is a fine liqueur, much used as a dram in Portugal, and somewhat resembling Frontignan. It is to be observed, however, that there are two varieties of geropiga—one, the liquid I have described, and the other, geropiga tinta, or coloured geropiga, that is, darkened with elderberry. This latter is, I believe, seldom used to colour wines in this country; a good deal is exported to the United States, under the name of "pure juice."

The true geropiga is added to wines requiring sweetness without a

loss of alcoholic strength, and it is obvious that the combination of the spirit with partly-fermented wine is the least objectionable mode of imparting these qualities; far less objectionable, indeed, than the adding of sweetened and boiled must to sherries, under the name of "Arrob," as practised at Cadiz, or the more vicious French practice, thus alluded to by Mr. Shaw:—"I was not previously aware," he says, "that sugaring was so common, and that there was no desire to conceal it. In Paris the appearance of sugar is preferred, as it gives an appearance of richness."

The use of geropiga is here universally stated to be confined to poor wines shipped at low prices.

It has truly been said of port wines by M. Joubert, a Paris wine merchant and well-known writer on wines, that they contain the best qualities of wine in proportions exceeding those of any other country:—"Bien n'égale," he says, "la richesse de ces vins, richesse en quelque sorte excessive, car les perfections mêmes sont exagérées . . . si l'on pouvait parvenir à avoir en France de ces vins en nature, ils seraient fort précieux au commerce pour communiquer de l'énergie à des vins faibles."

This being the case, it would be remarkable if, in a country where such wines can be purchased at so cheap a rate as from 1s. to 2s. the gallon, any foreign ingredient, other than different varieties of the wine itself, should be used to impart any desired quality.

The wines shipped to England are either "vintage" wines, that is, the wines of different vineyards, but of the same year, blended into a harmonious combination; or "brand" wines, that is, a compound of as many years or vintages as the shipper chooses; it being only required of him by his English correspondent that he should furnish a wine precisely similar in strength, taste, and colour to a known standard or brand. The merchant of any position will possess in his cellars every variety of light, dark, rich, dry, old, and new wine, to "blend" from; all of these varieties, it should be observed, being natural ones, produced by varieties in the season, in the grape, in the soil, or in the aspect of the vineyards.

This blending of wines has itself been attacked as a vicious practice by those who have adopted Mr. Forrester's views. It is followed, however, in the preparation of other wines besides port—notoriously with all sherries, but not, perhaps, so notoriously in the case of champagne. Mr. Shaw, in his work on wine, says, "Until not many years ago, champagne was made from the grapes of several vineyards, but now all the wine of the best houses is composed of various growths mixed together; for experience has proved that when this is done the quality may be not only superior, but the wine thus blended is also hardier."

The various growths of Bordeaux are blended together, and the finer sorts even have wines of a different province, namely, Hermitage, added to them. Hermitage itself, on the whole, perhaps, the finest and purest of French wines, is not the production of a single vineyard. To quote M. Machon—"Le meilleur vin d'Hermitage est produit par la réunion en portions égales et en cuivres, des trois premiers mas."

With port wine it is the same; the excellence of the wine depends not entirely upon the soil or aspect of the vineyards, upon the care employed in manufacture, the excellence of the grapes, or the suitableness of the climate, but, most materially, upon the skill, knowledge, taste, and character of the blender; and of course, in a great degree, upon his possession of a capital sufficient to enable him to hold extensive stocks of different wines wherewith to produce the exact brand at the exact price required. A fine port may, therefore, be considered as a work of art as well as a production of nature.

Although the impression produced by Mr. Forrester's writings has by no means passed away in England, his views have long ceased to have

even the very small weight they once had with people here. His denunciation of the port shipped by other houses was, he admits himself, induced principally by his desire to bring his own shipments into repute: and he acknowledges, in a pamphlet published in 1844, that "one of his chief motives for writing is, the desire to promote his own interest." He had ceased, before his death, to have any connection with the eminent firm to which he belonged; and that firm reverted, upon his retirement from the house, to the established modes of preparing their wines. Those who adopted his views for a time, saw reason to regret it; and many of the wines made under his directions have deteriorated entirely with age.

Mr. Forrester was drowned in the River Douro in 1861. His standing as a merchant, his influence with the farmers and proprietors in the wine district, and his enlightened and very advanced views on questions of commerce, combine to make it regrettable that the views he held on the subject of wine were not more calmly discussed during his lifetime.

While the modification of the wine duties has been under recent discussion, several arguments have been put forward against it by those whose interests are, in their opinion, likely to suffer by any lowering of the duties; and it may be useful briefly to notice some of these arguments.

One, to which considerable weight is said to be attached in England, is, that the revenue might suffer directly by the introduction of wine containing a high percentage of spirit at a lower duty than the present; inasmuch as from such wine could be distilled, it is alleged, a spirit which would not have paid the import duty of 10s. 5d. chargeable on foreign spirit. It would, however (unless the spirit were the result of illicit distillation, which the present low amount of duty is understood to have rendered unremunerative), be quite impracticable at present prices. The very lowest quality of port wine, containing 40 per cent. of proof spirit, could not be put on board at less than 20l. the pipe. To meet the remote possibility of wine of such a strength being shipped from elsewhere, the price may be assumed to be 15l. With the least possible loss in the process of distillation, it would take $2\frac{1}{2}$ pipes of such wine, costing 37l. 10s., to make one of brandy. Adding to this 4l. for freight, insurance, &c., 14l. 17s. 6d. for the duty on the wine at 1s. the gallon (the calculation being made on the assumption that the lower rate of duty only was leviable), 1l. for the cost of distilling, 57l. 10s. for the excise duty, the first cost of the single pipe of spirit (of 115 gallons) would be 114l. 7s. 6d.

It is needless to observe that this spirit could not compete in price with French cognac, and also that the art of producing fine spirit from wine is a difficult one, not established, or likely to be established, in England.

On the other hand, brandy made from port wine in Portugal, can be shipped from Oporto at less than 30l.; adding 2l. for freight, and 59l. 18s. for duty, the total cost in England of a pipe of such brandy would be 91l. 18s., leaving a balance of 22l. 9s. 6d. in favour of the latter over the former transaction.

Another objection, more frequently advanced, but, perhaps, as little tenable as the above one, to the continuation of the existing maximum standard in the alcoholic scale, with a lower rate of duty, is, that it would act unfairly in regard to the taxation on British and foreign spirits, inasmuch as while a gallon of spirit would still be taxed at 10s., or 10s. 5d. (according as it was British or foreign), the same quantity of spirit in wine would, at 1s. duty, contribute only 2s. 6d., or a fraction less.

The gentlemen in the wine trade would, I imagine, be by no means prepared to admit this as a sound argument; first, because they would doubtless contend that the evil, if it be one, of so admitting spirit, is one

of degree; and that, if the question were logically dealt with, all duties on wine should be levied strictly in proportion to the percentage of proof spirit which the wine contains; and that wine, therefore, containing 25 per cent. should pay, not as at present, 1s. per gallon, but the fourth part of the impost on spirit, namely, a little more than twice that amount of duty: secondly, because they would certainly argue that brandy contained in wine ceases to have any absolute identity with the same liquid in its raw state; that when it is combined with the astringent, saccharine, acetic, and numerous other qualities in wine, it loses a great part of its intoxicating properties, particularly when the wine is originally rich in these matters, and is matured by age, by which the spirituous and other particles are more perfectly assimilated. This view of the matter is confirmed by scientific writers, and is, indeed, the result of common experience. "The other constituents of the wine," says Pereira (*Mat. Med.*, vol. ii., part 2, page 431), "possess the power of modifying the influence of the alcohol."

They would probably also contend that recent legislation in the matter of wine has had for its one object, not to increase the revenue by diminishing the sobriety of the nation, but to introduce to the use of the population a sound, cheap, and wholesome beverage, whereby they might be weaned from the too general use of ardent spirits.

It is contended, by those most interested in observing the growth of consumption of ardent spirits in England, that the very light wines of France have hitherto effected nothing towards this good purpose; that, even if they were very largely consumed, they would take the place, not of spirits, but of beer; and that their acidity and lightness would even compel, as in France, the use, in combination with them, of brandy as a corrective. That the middle and lower classes drink either beer, or spirits mixed with water, or else the same spirits alone, as a dram. That the prevailing mode of consuming spirits is with water; and this universal compound is the beverage with which wines have to compete. It is obvious that if this taste is to be overcome, it must be done, not by offering to the consumer a meagre, acid wine, but by displacing the cheap and pernicious compound he is used to by a rich, moderately strong, sound, and highly-flavoured wine; which he will pay more for, because he appreciates it more highly; of which he will drink less, because it will cost him more; and by which he will be less intoxicated, because he will, in the end, have drunk less of a less inebriating liquid.

There is hardly any limit likely to be reached, even with a much increased demand, to the production of sound port wine of good quality, in the district of its growth. Much fresh land could easily be brought into cultivation; and certainly much that is already cultivated could be improved into producing more wine, under the influence of a regular and increasing demand. It has been stated that the proportion of good, of abundant, and of average vintages is, when compared to bad and to deficient ones, larger in the Douro district than in other wine producing countries. I am unable to state that this is so by making the comparison; but the following Table will contribute something towards determining the question. The information which it sets forth, I have gathered partly from conversation with the wine shippers of Oporto, and partly from the books of a gentleman who is a wine-grower himself, and also a continual purchaser and shipper of the wines of other farmers:—

Quality of Wine made in the Douro district.

1840	..	..	..	very fine.
1841	..	..	..	very bad.
1842	..	..	..	fine.
1843	..	..	..	middling.
1844	..	..	..	fine.
1845	..	..	..	inferior.
1846	..	..	..	good.
1847	..	..	..	very fine; rich.
1848	..	..	..	good; not so rich.
1849	..	..	....	middling.
1850	..	..	..	fine; very good.
1851	..	..	..	very fine.
1852	..	..	..	good.
1853	..	..	..	very good.
1854	..	..	..	fine.
1855	..	..	..	bad.
1856	..	..	..	very bad.
1857	..	..	..	bad
1858	..	..	..	very good; rich.
1859	..	..	..	middling; watery.
1860	..	..	..	very good; dry.
1861	..	..	..	fine; rich.
1862	..	..	..	good; dry.
1863	..	..	..	very fine and rich.
1864	..	..	..	middling sweet and rather poor.
1865	..	..	..	good; not liked at first, but turned out well; rich.

The vintage of 1866, a cold and rainy season, was perhaps as bad as in other wine countries; but more was produced than was expected, and the wine has, at least, proved remarkably sound. I avoid giving a more decided opinion on this vintage which might be controverted by those interested in its sale. It will be seen from this table that out of twenty-five vintages, sixteen are good, four are of average quality, and five only are bad.

Oporto, January 30, 1867.

PRUSSIA.

LUBECK.

Report by Mr. Vice-Consul Behncke on the Trade and Commerce of Lubeck for the Year 1866.

SIR.—I take the liberty to send you annexed my annual Report on the trade and commerce of this city, and mention, at the same time, that Lubeck has not been able to withdraw itself from the influence of the general depression which the political occurrences of the last year produced, in combination with the great dearth of money.

In spite of the quick and unexpected termination of the German war, the commerce of this city continued to labour under a great depression, the consequence of which was that the increase in business here has not been in the same proportion as in the preceding years.

Shipping and Navigation.—The Table of the ships arriving at and departing from this port shows also, in this year, an increase, although in a smaller proportion than in the year before. The decrease in the consumption of many northern products, in consequence of the war, also caused a smaller import to Lubeck; and, therefore, it is quite contrary to all expectation that an increase of 44 vessels, of about 10,600 tons, has taken place at all.

The number of steam and sailing vessels arriving in 1866, compared with former years, is as follows :—

Years.			Number of Vessels.	Tons.
1866..	..	..	1,829	290,160
1865..	..	..	1,765	279,840
1864..	..	..	1,484	230,840
1863..	..	..	1,302	183,288
1862..	..	..	1,251	176,874

Coasting vessels are not included in the above statement.

The daily steam mails belonging to the Danish Government, plying between Corsoer and Lubeck, have, indeed, continued their voyages this year, but, in consequence of the convention concluded between the Prussian and Danish Governments, they have, since the 1st of January, 1867, recommenced their old routes between Kiel and Corsoer.

It cannot be denied that the route *viâ* Kiel is the most natural as well as the shortest way to Germany, and a steam communication, which some merchants of this city intend to establish between Lubeck and Corsoer, will be subjected to severe competition by the mails plying between Kiel and Corsoer.

The number of vessels carrying the British flag arriving in Lubeck in 1866 amounted only to 11 ships, of about 2000 tons; in 1865, to 16 ships, of about 2,905 tons, in consequence of German vessels being now mostly freighted for the transport of coals, earthenware, iron, and other British articles.

Trade and Commerce.—Although, in spite of the war in Germany, as well as the momentary rise in the value of money (discount in May being 10 per cent.), no bankruptcy, or suspension of payment, of any consideration took place in Lubeck; still the trade with the north has not been remunerative. The variation in the Russian bill exchange

amounted to about 25 per cent., and thereby proved disastrous to many enterprises in Russian products.

The new value of the coinage which has been introduced into the Grand Duchy of Finland, and which is quite distinct from that of Russia, compelled many of the banks in the former place to restrict their credits, and this caused many firms to suspend their payments.

The dull trade in Swedish export articles, together with the high rate of interest and scarcity of money produced by the war, caused also many to suspend their payments in Sweden; all these circumstances contributed to engender a business connected rather with loss than with profit.

In the last year, the trade in wood alone assumed greater dimensions, the field for sales appearing to become greater. In the year 1866 were imported about 231,000 dozen of boards and planks; in 1865, about 189,500 dozen; in 1864, about 154,000 dozen. On the contrary, the import of baulks and spars has remained nearly the same, compared with last year.

The introduction of free trade into the city of Lubeck on the 1st of January, 1867, and the annihilation of the guilds, combined with the part reduction and simplification of the customs of this place, will considerably contribute to facilitate the commercial intercourse.

Of immense importance to Lubeck for the future aspect of its trade, will be the position it is destined to occupy in, or out, of the North German "Zollverein" (Union of Duties).

For the commerce with the north it is of the most vital consequence to this city that it is in possession of the greatest possible freedom in its trade, and, accordingly, all the principal exporting firms of this city have declared absolutely in favour of the free port system which has hitherto been in operation here; while, on the contrary, the greatest part of the shopkeepers, as also those firms trading to the interior of Germany, have, with just as much decision, declared in favour of being united with the "Zollverein." Should the union of Lubeck with the "Zollverein" be decided upon, it may be reasonably expected that the northern export trade can scarcely maintain itself in its present extension.

Agriculture.—The harvest of last year, with the exception of rye and potatoes, has been upon the whole, for the farmers of our neighbourhood, a satisfactory one; and, as in consequence of the deficiency of the harvests in England and France, a considerable rise in the prices of grain has taken place, they have, generally speaking, had good profits. On the contrary, the rate of interest has risen greatly; the landowners, in Mecklenburgh in particular, being obliged to give for first and perfectly secure mortgages on their estates, instead of $3\frac{1}{2}$ per cent. and 4 per cent., as formerly, and now even $4\frac{1}{2}$ or 5 per cent. This, of course, has caused a depression in the value of estates; and, although it may be supposed that, on a continuation of peace and by good harvests, the present high rate of interest will fall, it cannot be denied that many a German farmer is at present in difficulties regarding money matters.

Public Works.—The results of the working of the Lubeck, Hamburg, and Lubeck-Buchen Railroads gave, according to the monthly publications:—In 1866, 460,031 passengers, and 3,282,758 cwt., or about 1,641,400 tons of goods; compared with 1865, 321,357 passengers, and 2,972,613 cwt., or about 1,486,300 tons of goods; with a total income of—in 1866, 489,257 Prussian dollars, or about 73,023*l.*; in 1865, 386,235 Prussian dollars, or about 57,647*l.*

This shows a considerable increase in the traffic of the last year; but as the Lubeck-Hamburg Railroad was opened first in August, 1865, a comparison can only be made between the last five months, the result of which is as follows:—In 1866, 192,536 persons were forwarded and

1,668,862 cwt. of goods, or about 834,430 tons; in 1865, 217,317 persons and 1,529,067 cwt. of goods, or about 764,580 tons; with a total income in 1866 of 230,895 Prussian dollars, or 34,462*l.*; in 1865, of 240,002 Prussian dollars, or 35,821*l.*; showing also, as well in the total proceeds as in the passenger traffic, a decrease, although not an important one.

This is, however, often the case with all newly-opened railroads, and cannot be considered surprising if we look at the warlike occurrences of the past year, and the consequent restriction of business. It is, therefore, ~~very~~ satisfactory that, in spite of the unfavourable state of business, the traffic of goods presents an increase, and, in all probability, will continue to do so in future. The total proceeds in 1866 will, I hear, amount to 3 per cent. of the total costs of construction.

The construction of the Lubeck-Kleinen Railroad has, indeed, advanced a step nearer its completion, as the expropriation of the property has been put into execution, and the earthworks commenced; but it will by no means be thrown open to the public at the end of the year 1867, which is the time stipulated. The English capitalists, who are the sole undertakers of the line, appear to have been prevented by the money crisis in England last year from carrying on the works with rapidity, and therefore it is very much to be regretted that the full completion of the same cannot be expected before the end of the year 1868.

The construction of the Lubeck-Travemunde Railroad has, for the present, been put off by the Lubeck "Burgerschaft," (corporation) until a sufficient guarantee should be given by the Danish Government for the further extension of the South Seeland Railroad to Wordingborg, and from thence to Gjedser, *vid* Falster. Up to the present time, the above Government appears still undecided whether they should give the preference to the railway project of Kroencke or to the extension of the South Seeland line.

General Remarks.—The union of Germany to a "North German Bund," under the leadership of Prussia, will cause some very important questions for the city of Lubeck and its territory to be decided, amongst which, besides the deeply interesting "Zollverein" question, may be particularly named those relating to the post-office and telegraphic institutions. It is expected that by the end of the present year all these questions will be regulated.

Lubeck, Feb. 14, 1867.

RUSSIA.

BERDIANSK.

Report by Mr. Consul Zohrab on the Trade and Navigation of the Port of Berdiansk for the Year 1866.

A YEAR of commercial and agricultural success, such as is seldom experienced in this country, has just closed upon Berdiansk. An abundant harvest met a brisk demand, and grain realised very high prices.

Navigation.—337 vessels called here during the past season, 284 of which sailed away with cargoes.

The following table shows the number of vessels which have called at Berdiansk during the past five years :—

Years.	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1862 ..	39	11,816	213	45,997	252	57,813
1863 ..	27	7,671	175	36,731	202	44,402
1864 ..	15	4,859	165	37,512	180	42,371
1865 ..	23	6,618	220	57,139	243	63,757
1866 ..	39	11,381	298	82,045	337	93,426

Twenty-nine British vessels cleared with cargoes. This is the largest number which have left laden since 1860. This increase must be attributed alone to the late war, which, for a time, threw Italian shipping out of the market; merchants preferring to pay high freights and be secure. Thus, English vessels were in demand during May, June, and July, and the ships of other nations were only engaged because a sufficient number of British vessels could not be found.

The first English vessel entered this port on the 14th June, whereas, up to that period, upwards of 70 Italians had already cleared with cargoes; but from the beginning of July to the end of August, 21 English vessels came here; while from the 30th June to the 11th August, only 12 Italians arrived; after the latter date, however, European affairs having assumed a peaceful aspect, the Italians once more took the lead, and up to the closing of the navigation more than 100 of their vessels entered, against 15 English vessels.

During the past six years 185 English vessels have called at this port, being 9 vessels less than the number of Italians which came here during the past, to them, unfavourable season alone.

There is no doubt that the Italian mercantile navy is rapidly supplanting the English in the carrying trade from these countries. The cause is obvious, they can do the work at a much cheaper rate; their working expenses being much below those of English vessels. The advantages of British vessels being safer and more ably navigated, are lost in the difference of cost, for merchants do not, after all, place so much importance on superiorities which benefit insurance companies rather than themselves.

Freights.—Freights have, during the past year, fluctuated considerably, there being sometimes a difference of 10s. or 12s. per ton, tallon, in the course of one day.

■The average rates for the season were as follows :—

January and February 47s. 6d., March 45s., April, May, June, and July between 52s. and 65s., August, September, and October 43s. to 67s. High prices were offered in December against the re-opening of the navigation next spring, and steamers will be, probably, in demand, as merchants are anxious to get their cargoes disposed of early, while prices are maintained. One steamer has been already chartered, for this purpose, at about 70s. for the United Kingdom.

Export Trade.—The following table gives a comparative view of the export trade of the past year, with the year 1865.

Articles.	Quantities.	
	1865.	1866.
Barley qtrs.	..	200
Butter cwt.	194	765
Hides "	598	798
Indian Corn qtrs.	..	202
Linseed "	14,700	13,073
Mats No.	16,997	35,860
Oats qtrs.	..	10,709
Rye "	728	1,751
Tallow cwt.	..	39
Wheat qtrs.	356,478	458,300
Wool cwt.	243	2,367
Sundries value	£722	£4,495

Total value of Exports, in 1865, £587,335; in 1866, £940,205.

This table shows a favourable increase in the export trade of 1866 over that of 1865. It must, however, be borne in mind that the full amount of the past year's returns will not be known till next July, when the produce of the district will have been brought in and disposed of. For though the high prices offered for wheat during the past autumn, was a great inducement to farmers to bring in all they had as fast as possible, and some vessels left this with grain, which three weeks before was uncut, yet there was but a comparatively small quantity of the new harvest shipped; for both hands to gather the crops and means of transport were deficient, and the majority of farmers must wait till the spring to sell their produce.

Market Prices.—The market prices of the principal articles of export are indicated in the following table.

Articles.	Prices free on board per Quarter.							
	1st Quarter.		2nd Quarter.		3rd Quarter.		4th Quarter.	
	£	c.	£	c.	£	c.	£	c.
Barley	13	4	11	5	14	4	13	4
Linseed	41	4	37	0	43	11	43	2
Oats	10	11	13	9	17	3	17	11
Rapeseed	..	..	16	7	18	3	19	4
Rye	20	2	19	0	16	5	23	7
Wheat, hard ..	37	5	37	2	38	10	43	6
„ soft	32	4	34	7	37	6	40	7

Wheat.—Wheat is the chief article of export; compared with it, all other exports fall into insignificance. There are two kinds of wheat grown—hard wheat and soft wheat. The former is shipped principally

for the Mediterranean ports. It costs here between 2*s.* 6*d.* and 3*s.* 6*d.* per quarter more than the soft wheat.

458,300 quarters of wheat were sent to foreign countries from this during the season, of which 115,252 quarters were shipped for the United Kingdom.

The export trade in other articles is very small. For linseed the climate does not appear to be favourable, and the returns are so uncertain that farmers do not pay much attention to the cultivation of the plant, and it is probable that its growth for seed will in a few years be abandoned.

Of oats four or five cargoes are annually exported. This cereal is generally grown for local consumption and not for exportation. The other exports are so insignificant that they can hardly be said to form articles of foreign trade. It is not that some of them cannot be found within the district in larger quantities; but as better prices are offered in other Russian towns, they are sent to them instead of being brought to this market.

The direct transport trade from foreign countries is very small, and must, under the customs restrictions which were imposed on this port last spring, become smaller still.

The Government was petitioned to make this port a first class customs' station; but the only concessions obtained were the right of importing directly from foreign countries, colours, spirits, and sugar, in addition to the few articles previously allowed.

The quantities of the articles imported during the past year are given in the following table:—

	Quantity.
Apples	cwt. 85
Carob Beans	„ 7,698
Coffee	„ 790
Fruits, dried	„ 330
Lemons and Oranges	doz. 8,214
Machinery	cwt. 101
Oil, Olive	„ 879
Pepper	„ 43
Rice	„ 165
Wine	doz. 5
Sundries	.. value £1,340

Total Value of Imports, £15,628.

The wants of the town are supplied from Karcoff, Odessa, and the Crimea. The above return, therefore, is but a very partial exposition of the import commerce of Birdiansk.

Agriculture.—Several years of bad crops here and low prices abroad had brought poverty on the town. Exporters could, with difficulty, get small profits out of their limited transactions, and some were reduced almost to bankruptcy. Of the lower classes, many left the town for places offering better prospects. Many believed that the days of Berdiansk as a commercial town were numbered.

One exceptionally good harvest, assisted by a brisk demand from abroad, and extraordinarily high local prices, has effected a salutary change. Every one engaged in trade or field labour has profited well during the past year. The local corn-dealers, who purchase from the growers and sell to the exporters, realised handsome profits, while the net gains of the exporters varied between 3,000*l.* and 30,000*l.* to each house.

Labourers were glad in the early spring to find employment at 1*s.* per diem; from July, however, they received 3*s.*, 4*s.*, and even 6*s.* per

day, while women earned from 2s. to 4s. Indeed there was such a scarcity of hands, that farmers offered high prices to every one who would work, and during the harvest time numbers of house servants even left their situations and went to the fields.

There is a large stock of grain ready in the villages for spring operations, and as soon as the roads become practicable a very brisk trade will commence.

The souslik (*spermophilus citillus*), which infested the fields, and did a great deal of harm to the crops in previous years, were successfully handled by the farmers last spring, who placed wheat, previously steeped in a solution of arsenic, at their burrows, and thus killed off a great deal of the vermin.

Banking.—The absence of a banking establishment in this town causes much inconvenience and considerable expense to the merchants and others having bills to negotiate. Money is brought hither from Odessa and St. Petersburg by overland post, bills being sent there for negotiation. An expense of sixpence in the pound is thus incurred, and, in consequence, the rate of exchange is always quoted here at $2\frac{1}{2}$ per cent. less than it is at Odessa. Remittances, however, are often behind hand, and merchants having engagements to meet are obliged to borrow from the money-lenders, who charge them; according to circumstances, from one-half to two per cent. from post day to post day, the average term being three days. A bank would gain considerably here, with even a small capital, and it appears strange that one has not been established yet; but it seems that the capitalists of Odessa and other large towns find such good use for their money where they are that they are not disposed to extend their operations to Berdiansk.

Cholera.—This town did not escape the cholera last summer. About five per cent. of the population were carried off. Probably the malady was prevented from taking deeper root by the coolness of the air and the frequency of showers in August, and also through the people being actively employed in the fields, on work at which they laboured eagerly, and which kept them constantly in a pure atmosphere.

The cattle disease has committed serious ravages in many of the villages of this district, and butcher's meat has, in consequence, risen 30 per cent. No effective remedy for the cure of the disease has yet been found. The villages, I am told, have adopted a system of quarantine, to stop the spread of the contagion. Any details on the disease and its effects would as yet be very imperfect and unsatisfactory, as it has been impossible hitherto to obtain reliable information on this subject.

THE PORT OF MARIOPOL.

The trade results of Mariopol for the past year were unsatisfactory. A great part of the crops of 1865 having been destroyed by sousliks, there was not much produce left on hand for exportation in 1866.

The following Table gives a view of the exports of 1866, compared with those of 1865:—

Articles.				Quantity.	
				1865.	1866.
Barley ..	..	qtrs.	981	..	..
Hides ..	..	cwt.	408	259	..
Linseed ..	..	qtrs.	25,234	14,595	..
Oats ..	..	..	3,361	3,673	..
Rape Seed ..	..	..	24,413	2,842	..
Rye ..	..	..	..	1,201	..
Silk ..	..	lbs.	2,180	4,032	..
Tallow ..	..	tons	96	84	..
Wheat ..	..	qtrs.	284,924	243,017	..
Sundries ..	..	value	..	£1,340	..

Total Value of Exports in 1865, £497,287 ; in 1866, £467,374.

At Mariopol also wheat is the chief article of export. Of the 243,017 quarters exported, 94,116 quarters were shipped for the United Kingdom.

The prices for produce were about the same as those paid at Berdiansk.

Freights were also similar to those paid for Berdiansk.

The farmers of the district of Mariopol did not take the precaution to destroy in the spring the sousliks which infested the fields, and they suffered severely for their culpable neglect, for they lost about half their crops, which promised to be very prolific, and they thus failed to reap the advantages of combinations, which are but rarely offered.

Berdiansk, January 19, 1867.

KERTCH.

Report by Mr. Consul Barrow on the Trade and Commerce of Kertch for the Year 1866.

SHIPPING AND NAVIGATION.

THE shipping and navigation at Kertch are very limited, and principally confined to trade carried on between Kertch and Constantinople in small vessels, 353 having entered the bay during the year, but the number of ships passing by on their way to the Sea of Azoff is very considerable. All these vessels are obliged to report themselves at the quarantine office, which is situated about three miles from the town, at the north-east extremity of the bay.

Every vessel pays a quarantine duty of 2 kopecks per ton, as well as 28 kopecks per ton for anchorage. The quarantine establishment, before the war, was one of great importance; but the whole was demolished during the war, and not a roof left standing on any of the buildings. A new hospital has lately been erected on the quarantine ground, and a large warehouse for fumigating merchandise.

Coasting Trade.—587 sailing vessels and 69 steamers have been employed in this trade from the Sea of Azoff to Kertch, carrying cargoes to the value of 96,000 roubles; and 621 sailing vessels and 76 steamers from Kertch to the Sea of Azoff, carrying cargoes to the value of 185,969 roubles. 300 sail and 152 steamers have been employed from the Black Sea to Kertch, and from Kertch to the Black Sea 377 sail and 133 steamers have been employed, carrying cargo to the value of 244,024 roubles; the whole number of crew amounting to 13,995 men. At Jenicalée 103 lighters, 1 steamer, and 6 barges have been employed in lightening vessels over the bar; the sum paid for lighterage amounting to 4,051,700 roubles.

Ports and Harbours.—There is nothing new relative to the port of Kertch, or those in the neighbourhood. A new barrack has been constructed in the large battery, at a cost of 253,000 roubles; and a jetty from the same battery is now building, and will be completed in two years, at the extreme end of which jetty a battery of 12 guns will be mounted, at a cost of 500,000 roubles.

It is also proposed to deepen the sea at the bar of Jenicalée and to re-construct the ancient Genoese mole at Kertch.

Lighthouses.—The buoy at Ack Bouroum has been changed from blue and white to black and white.

During the past year, the Kertch lighthouse has been elevated to 35 feet above the level of the sea, and is visible at a distance of seven miles.

Ship-building.—No such occupation exists at Kertch. The following is an account of vessels belonging to the inhabitants of Kertch, purchased last year, and not yet registered:—

					Tons.
1 Ship	..	..	..	..	370
5 Brigs	..	..	..	..	70 to 140
16 Schooners	..	..	..	..	38 „ 98
7 Small lighters	..	..	..	..	18 „ 48

In addition to which they own the following :—

	Tons.
10 Brigs	100 to 160
42 Schooners	70 „ 100
86 Luggers.. .. .	44 „ 70
36 Lighters	20 „ 40
1 Steamer	110

The whole giving employment to 716 men, namely, 172 captains, 1 engineer, and 548 sailors.

TRADE AND COMMERCE, WITH CONCOMITANT CASUALTIES.

The imports from Great Britain have been limited to two cargoes of coal for the Russian Steam Navigation Company, who have suffered this year a larger proportion of reverses than usual. Two of their steamers ran ashore during a gale at Sondack, while taking in wine; one broke up in a short time, the other was floated and taken in tow for Sebastopol, to undergo repairs on the slips belonging to the company; but on arriving near Jatta, I am informed by the Vice-Consul of Theodorica, that a sudden squall overtook her; the cables parted, and the steamer sunk in deep water. A third steamer, lately bound from Odessa for Constantinople, was compelled to throw into the sea a great portion of her cargo, owing to some accident to the machinery. Seventeen vessels have been wrecked during the year; but none of them belonged to British shipping.

In addition to the coal brought for this company, a great quantity of anthracite coal is brought in Russian vessels from the mines in the Caucasus and Don.

The total value of the imports to Kertch during the year 1866 amounts to 12,363*l.*, of which 5,447*l.* were from England, being nearly double the imports from Italy, nearly three-fourths more than from Turkey, and about seven times more than from France.

The total value of the exports from Kertch amounts to 70,890*l.*, of which to Great Britain the value of exports was 33,565*l.*; to Turkey, less than half; to France, about four-sevenths less; to Belgium and Italy, more than nine-tenths less.

The trade and commerce in general continues much the same as in preceding years, and consists in the transport of manufactures and groceries, and of making salt from the numerous salt lakes in the vicinity of Kertch.

Domestic Trade.—The domestic trade consists of quarrying and dressing stone, house-building, collecting salt, and lightening vessels over the bar of Janicalée.

The market prices at the present time are as follows,—

		Rbl. kps.
Barley	Per Tchetvert	4 25
Oats	„	6 0
Spring Wheat	„	7 50
Winter Wheat	„	8 20
Rye	„	5 25
Millet	„	4 0
Apples and Pears	Per Poud of 36 lbs.	2 0
Prunes	„	1 20
Apricots	„	4 0
Grapes	„	2 0
Potatoes	„	0 60

Exchange.—The rates of exchange have fallen gradually throughout the year, commencing at 8 roubles 50 kopecks, they have now descended

so 7 roubles 47 kopecks. As there is no exchange here, they are regulated by the rates of exchange at Odessa, and it seems the general opinion that they will fall still lower.

Agriculture.—Much attention does not appear to be devoted to this branch of industry. 120 tchetverts of winter corn were sown, and produced only 1,200 tchetverts; 300 tchetverts of spring corn produced 2,400 tchetverts, and 250 tchetverts of potatoes produced no more than 870, owing to some severe frosts when the season was advanced.

2,300 vedros of wine were the result of the last vintage; 7,000 roubles worth of wheat was sold, and 1,700 of fruit.

Petroleum, purified and distilled, has realised 4 roubles 50 kopecks to 5 roubles per vedro; raw, or unmade, petroleum was sold at 50 kopecks the vedro.

About 9,000 vedros have been collected in the interior.

In the month of February last a large petroleum well was discovered at Koudaxo, about 100 miles from Taman, belonging to a Russian gentleman named Novosiltzoff; the depth of the well is 200 feet, the diameter 5 inches, and produces 1,500 vedros per day.

Animal Produce.—Consists of horses, oxen, sheep, pigs, mules, camels, dromedaries, and goats. The census having been taken a few months ago, the following figures are authentic:—Horses, 1,359; oxen, 3,076; sheep, 12,506; pigs (number unknown); goats, 982; camels and dromedaries, 4; mules, 3; asses, 2.

Population.—The human population consists of 15,781 souls, exclusive of 3,901 men belonging to the army, making a total of 19,682.

The census gives 8,411 males and 7,370 females.

The religious creeds are divided as follows:—

Denomination.	Males.	Females.
Catholic	297	152
Lutheran	76	62
Armenians	154	83
Jews	1,064	976
Total	1,591	1,273

The rest are Greeks.

The births during the year have been 427 males and 583 females; the deaths, 462 males and 383 females. There has been a greater mortality than usual at Kertch, owing to the cholera and Typhus fever, which raged with great intensity during August and September.

The army is divided as follows:—Infantry, 1,988; garrison, 383; Engineers, 260; Artillery, 844; on leave, 192; at the quarantine, 100; custom-house men, 124; gendarmes, 10. Total, 3,901.

The ground occupied by the town comprises 15,594 desiatins, and 1,262 sages. There are 1,777 proprietors, 2,795 private houses, 251 warehouses, 205 shops, 110 Government buildings, 9 churches, 1 chapel, 2 synagogues, 1 mosque, 1 theatre, 3 lighthouses, 1 convent, and 382 drinking houses.

Factories.—There are:—

			Roubles.
2	Factories for Petroleum Gas	 Producing a Revenue of	2,080
1	" Biscuits	 "	2,700
4	" Tobacco	 "	280,000
3	" Candles	 "	7,900
1	" Soap	 "	1,150
7	" Lime Kilns	 "	19,532
5	" Tanneries	 "	11,745

			Roubles.
58	Factories for Salting Fish	Producing a Revenue of	54,977
1	" Lemonade	" "	450
6	" Wine	" "	3,752
1	" Corn Steam Mill	" "	12,000
A	printing establishment	" "	2,000
1	factory for machinery	" "	8,000
	The Salt Lakes have produced 3,255,000 pouds, valued at		195,300
	Lastly, the revenue from 382 drinking-shops amounted to		360,000

Mention of one little bank in Kertch must not be omitted: its payments and receipts during the year amounted to 115,185 roubles 97 kopecks.

The revenue of the bank is 57,927 roubles 80 kopecks, and its expenditure, 57,258 roubles 7 kopecks; so that, at the end of the year, a balance remains of about 669 roubles 73 kopecks, equal 88 $\frac{1}{2}$ sterling.

Employment of People.—The people are mostly occupied in collecting salt, lightening vessels over the bar, quarrying, and dressing stone to be sent away to the interior, building, boring for petroleum, and fishing.

The herring fishery has been very successful the last year, the quantity taken amounting to between three and four millions, which were sold at 20 roubles per thousand.

A quantity of sander is caught in the spring, for making red caria, and sturgeon, for making black caria. The la serte (cyprius) is also found on the coast in great abundance.

PUBLIC WORKS.

Roads can scarcely be said to exist in this country; they are more properly beaten tracks, with a great depth of dust in the summer months, and a more than corresponding depth of mud during the winter.

Even within the precincts of the town, where there is no pavement, carriages sink up to their axletrees; and it is not uncommon to see ten to twelve horses attached to a very light vehicle, five or six abreast, attached with traces to the naves of the four wheels, and two following behind, without appearing to do much work.

Railways.—The only railway that was ever projected in this part of the Crimea, was commenced at Theodosia, but the Russian Government was not treated fairly by the company, and the project has long since been abandoned.

Bridges.—As far as I can ascertain, bridges are unknown here.

Telegraphs.—One solitary wire connects Kertch with the rest of the world; but the powers of electricity must be very feeble in these parts, as three days were occupied between the time of my sending a telegram to Theodosia (not a hundred miles distant) and my receiving a reply. A telegram was forwarded by me to Constantinople on the 7th December; and the reply, which was pressing, to enable a vessel to proceed on her voyage, was received on the 28th December.

A similarly pressing telegram was sent by me to Blyth in Northumberland, and I received the reply twelve days after it was despatched from London. A considerable reduction in the price of transmitting telegrams has been made since the commencement of the last year, the charge of 9 roubles for 20 words to England being reduced to 3 roubles.

A submarine telegraph has been laid down from Kertch to Jamau, a distance of 20 versts; the weight being 2,600 pouds, or 93,600 lbs., the cost of which was 52,000 kopecks. It was made at Cologne by Messrs. Felton and Guillaume, and was opened on the 16th of September last.

WEIGHTS AND MEASURES.

The following Table is necessary to explain the weights and measures, by showing their comparative value with English weights and measures :—

1 Last	= 25·166 hectolitres, or 8·662 quarters.
1 Tchétvert ..	= 2·099 hectolitres, or 5·775 bushels.
1 Poud	= 16·380 kilogrammes, or 36·113 lbs.

Land Measure.

1 Sagene ..	= 7 feet.
1 Archine ..	= 2·333 feet.
1 Verst. . .	= 5·45 furlongs.
1 Deciatine ..	= 432 square rods.
1 Square Sagene	= 49 square feet.

Liquid Measure.

1 Vedro	= 12·290 litres = 10·323 quarts, or 3·707 gallons.
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GENERAL REMARKS.

A new law has been made, to take effect from the beginning of this year, by which all Consuls are admitted to take their seat at the Board of Health, Quarantine Station; and new instructions will shortly be published.

In sea-ports, merchandise may be deposited for one month without being visited, but in the interior they can only remain three days. The service of the Customs is divided into first, second, and third classes. All tea imported must first be submitted to the Customs for approval, by a law of 19th July, 1866, and must be leaded.

The office of chief magistrate at Kertch has been abolished, with a view to economy, as well as the coast-guard service in this district.

The Russian Government have lately resolved to do away with what remained of the fleet in the Black Sea, by which means they hope to economise from seven to eight million roubles per annum.

By the last accounts from the Caucasus, order seems to reign. Very many have emigrated; and many persons, implicated in the late insurrection, have been sent to Siberia. Thirty-two princes and chiefs passed through Kertch a few weeks since, on their way to the same land.

From the various interesting Reports made to me by Mr. Vice-Consul Barker, I gather the following extracts, which appear of sufficient interest to add to the present Report, without much increasing its length :—

At the commencement of the year he mentions that “the Tartar question is still in abeyance.”

“Permission to emigrate must be procured from St. Petersburg, where a general order has been issued forbidding it. Since the beginning of the year 1866, the authorities at Simpherole have written to the Ottoman Consul, informing him that no Tartars will be allowed to leave the Crimea; and that all passports issued before the Crimean war have now become obsolete. Great dissatisfaction is manifested by the Tartars, who are thus prevented from performing their pilgrimage to Mecca.”

Mr. Vice-Consul Barker also mentions many improvements and changes effected and in progress; but, as they are entirely of local interest, it does not appear necessary to quote them.

The profusion of classic ground, from the Throne of Mithridates to

the long ridges of tumuli extending far along the coast; the fabulous because improved, riches of the Caucasus, with their yellow cat-gold mineral, converted into real gold in the eyes of enthusiasts and theorists; its fragments, its chasms, and mountains of rock, exceeding in altitude the renowned Mont Blanc, interspersed with rich pasturage, forests, and romantic mountain scenery, would well repay the tourist, historian, and geologist, with Strabo, Pliny, and Lyall in hand, for incurring some little difficulty in reaching this port, which is "*ultimus Europæ locus est.*" and in learning a language which would require more than the ordinary term of life allotted to man to acquire and understand perfectly.

Kertch, January 30, 1867.

SOUKHOUM-KALE.

Rep. rt by Mr. Consul Gifford Palgrave on the Port and District of Soukhoun-Kale, for the Years 1865-1866.

THE returns of import and export at the port of Soukhoun-Kale for the years 1865-1866, show, on comparison, a continuous and general decline of trade.

The imports, such as they are, regard almost exclusively the supply of the Russian force, naval and military, here stationed; and the reductions effected in the latter have necessarily caused a corresponding depression in the former. Since the close of the Circassian war, the land troops here in garrison have been brought down to about 2,500 men, while the naval station has been done away with.

Secondly, there is no compensation for such loss in the way of traffi with the natives of the interior; for the inhabitants of the adjoining districts, north and west, have wholly disappeared, while those of Abkhasia itself have shrunk to less than half their original number, reckoning now, at the best computation, scarcely 30,000 souls in all, and of these, very few are in a condition to purchase. Further, in the supply of the Russian garrison itself, the most considerable articles of use, such as salt, cloth, flour, and ardent spirits, are furnished exclusively by the Russian Government contractors, and add nothing to the commercial movement. Lastly, of the 2,500 men stationed here in winter, not more than 500 remain for the summer. Hence the imports, estimated formerly at about 60,000*l.* per annum, have now fallen to 15,804*l.*

The exports tell the same tale, having, from an average of 19,000*l.* per annum, dwindled to 7,376*l.* This is owing, firstly, to the prohibition of wood-cutting and its exportation from within the district, a prohibition which came into force September last, and which is not likely to be removed throughout the current year. Hence, the box-wood and oaken barrel-staves recorded in the returns of 1866 will not find place in those of 1867, giving a reduction of about three-fourths in prospect for the exports of the present year. Secondly, it is owing to the emigration or destruction of the native inhabitants, who used to supply several of the items on the export list in past times. Thus, honey, beeswax, martin skins, walnuts, &c., are no longer brought into the Soukhoun market, because there is no one to bring them; and the bullocks having shared in the fortunes of their owners, hides present a falling off of five for one. Lastly, the comparatively growing importance of Poti has drained off whatever slight commercial transaction remained at Soukhoun-Kalé.

The shipping returns are of a similar character. British trade, direct or indirect, has wholly ceased at this port for the last two years. Coals are now brought exclusively from the Don, and the total of foreign non-Russian shipping at this port, entered or cleared within the year 1866, reaches only 13, all small tonnage.

Two articles still retain a slight importance in a trading point of view. One is the coast fishery of porpoise, turbot (a very poor sort), and other fish. It employs about 200 Turks, natives of Lagistan; about 100 more of the same nationality find work as carpenters here and there within the district. The other is Indian corn or maize; it averages 65 copecs the Turkish kilo, or 13*s.* the Imperial quarter. The season of 1866 was good; but the scarcity of field labourers occasioned a diminution of about

four to one in the quantity brought in for sale. Its only markets are Batoum and Trebizond.

Cotton has proved a failure in the district; this is attributed to the dampness of the climate; perhaps the unskilfulness of the cultivators may have contributed to the same result. About 20 poods, or 7 cwt. 20 lbs., was collected last harvest; but even this was of bad quality, and none was exported.

No English bills have been negotiated here during the last two years. There is no establishment or house having any direct correspondence with England, or with any other part of Europe; business is only with Russia and with Turkey.

The paper rouble averages an equivalent of 2s. 4 $\frac{3}{4}$ d.

The number of shops—warehouses there are none—still open at Soukhoum-Kalé is barely 50. Most of these are closed in summer. The total of town inhabitants, including Greeks, Armenians, and Jews, but exclusive of Russian military and official, is about 400 souls, women and children comprised,

Except the partial restoration of a military hospital, nothing has been done towards the rebuilding of public edifices and private houses destroyed in the insurrection of August last.

Some feeble and insufficient attempts have been made towards the drainage of the marshes about the town, in view of rendering it less unhealthy. No satisfactory result has yet been reported.

There is no factory, steam-engine, mine, or other enterprise within the town, province, or district.

The steam communication with other ports continues on its old footing, being once a fortnight with Batoum and with Kertch alternately, and once a week with Poti, by a small private Russian steamer called "Zoezdochta," or "Star;" that is, weather permitting, which, in these open roadsteads, it often does not.

There is no road leading from Soukhoum-Kalé or its vicinity to the interior; the commencements of the Stavropol and Kuteys roads having been now for two years abandoned to the rains and snows, which have effectually ruined them.

Nothing has been done towards improving the harbour or the landing-place, though the former requires a breakwater, and the latter to be renewed altogether. The lighthouse alone remains a witness to the programme of some years past. Nor is any project seriously entertained by the Russian Administration, local or general, for bettering the state of things, either at Soukhoum-Kalé itself, or within the district.

Soukhoum-Kalé, February 8, 1867.

S P A I N.

ALICANTE.

Report by Mr. Consul Barrie on the Trade of Alicante, for the Year 1866.

THE trade of this port continues gradually to diminish, owing to the prolonged financial and commercial crisis under which the country has been labouring, and partly to the stringent sanitary laws in force since the month of June last, which, together with the abolition of differential duties by land, has caused all light goods from France to be conveyed to Madrid by the Northern Railway. The following comparative Table shows the reduction which has taken place :—

	Ships.	Tons.	Value of Imports.	Value of Exports.
British Shipping—			£	£
1864	163	36,199	261,830	103,256
1865	107	18,915	62,144	61,107
1866	108	27,295	51,854	33,593
Spanish Shipping—				
1864	558	142,094	Unknown	Unknown
1865	464	123,142	"	"
1866	448	98,298	"	"
Other Nations—				
1864	348	68,929	529,722	104,632
1865	225	49,563	199,717	89,184
1866	117	31,127	123,030	24,188

The above is corroborated by the following statement of duties received at this custom-house in the same three years, with which I have been furnished by the Comptroller, viz. :—

	£
1864. Duties according to the Tariff, including navigation and sanitary dues, and fees of the Captain of the Port	182,556
Duties for Railway material, and Canal de Isabel II, not exacted..	423,544
1865. Duties of Tariff, &c.	105,456
Duties for Railways and Canal	194,998
1866. Duties of Tariff, &c.	93,590
Duties for Railways and Canal	32,262

The greater part of the steamers, all under the Spanish flag, plying between Marseilles and Cadiz, and touching at the intermediate ports, have discontinued proceeding to Marseilles since the month of June last, in order to avoid the ten days' quarantine at Mahon, reduced since the 9th of January to an observation of three days at Barcelona or Carthagena, which precautions, carried to such an absurd extent, have proved most detrimental to trade; and a commission of the municipality and commercial body has gone to Madrid, in order to solicit that, if the three days' observation is still considered necessary, they may be performed at the ports to which the vessels are destined.

The works for the dredging of the harbour, and formation of a counter-mole, have been carried on without interruption; and the breastwork, of about 500 metres on the land side, has been finished. It is expected that the whole of the improvements of the port will be concluded in the course of a year.

The exportation of esparto grass (*stipa spicata*) at this port has been somewhat less, only about 7,000 tons having been shipped, instead of 9,000 in 1865. This, however, is owing to the want of cheap freights, which the article requires, as there are considerable stores of it waiting for embarkation.

This plant or weed has long been in use in this country for making common ropes, matting, and baskets. Indeed, every farm-house manufactures all that it requires; and the poorer people prepare it into slender cords, which they furnish to the ropemakers to be converted into cables. Besides this, the town of Crevillente, five leagues distant, has acquired celebrity for its matting and imitation carpets, which are sent to all parts of Spain. There exist at present, in that village, 40 manufactories, which consume upwards of 10,000 tons of esparto, and employ about 4,000 hands, including men, women, and children. The number of pieces of matting, from 40 to 50 yards in length, which they prepare, amounts annually to 175,000; and the rate of wages ranges about 10 rials a-day for the weavers, 5 for those engaged in sewing, and from 2 to 3½ rials for women and children.

The grain crops in the greater part of the province of Alicante will this year be almost a total failure, in consequence of the want of rain; and much misery is already observable in the poorer classes, many of whom are emigrating to the interior and Algeria.

VALENCIA.

The direct trade at this port, in British vessels, has been—

IMPORTS.				EXPORTS.			
Coals ..	..	tons.	7,355	Oranges ..	..	cases.	214,415
Patent fuel ..	..	..	10,317	Raisins ..	..	cwt.	1,560
Iron ..	..	..	587	Saffron ..	..	cases.	43
Codfish ..	..	cwt.	5,098	Wine ..	..	pipes.	262
Petroleum ..	..	barrels.	50	Silk ..	..	cases.	12

Indirect or Carrying Trade in British Vessels.

IMPORTS.				EXPORTS.			
Guano ..	..	tons.	25,583	Oranges ..	..	cases.	6,200
Codfish ..	..	cwt.	13,300	Ground nuts ..	..	..	700
Staves ..	..	..	64,800	Wine ..	..	pipes.	58

Total number of British vessels during the year, 158; tonnage, 66,874.

DENIA AND IABEA.

Trade in British Vessels.

IMPORTS.				£	EXPORTS.				£
Coals ..	..	..	..	1,000	Raisins ..	..	..	..	174,730

Total number of vessels, 46; tonnage, 13,882.

Alicante, February 28, 1867.

TRIPOLI.

Report by Mr. Consul-General Frank Drummond Hay on the Trade and Commerce of Tripoli for the Year 1866.

No. 1.—RETURN of British Shipping at the Port of Tripoli during the Year 1866.

Direct Trade in British Vessels from and to Great Britain and other Colonies.

ENTERED.

No. of Vessels.			Total Tonnage.			Total No. of Crew.	Invoice value of Cargo.
With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
12	4	16	3,137	681	3,818	304	£12,300

CLEARED.

8	1	9	2,970	18	2,988	221	£15,300
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Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.

	No. of Vessels.			Total Tonnage.			Total No. of Crew.	Invoice value of Cargo.
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
Sfax ..	8	..	8	188	..	188	43	£3,650
CLEARED.								
Sfax ..	8	2	10	224	18	242	52	£2,300
Sicily..	..	1	1	..	70	70	8	..
	8	3	11	224	88	312	60	2,300

No. 2.—RETURN of British and Foreign Shipping at the Port of Tripoli during the Year 1866.

Nationality.	ENTERED.										Value
	With Cargo.			In Ballast.			Total.				
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.		
British	20	3,325	282	4	681	65	24	4,006	347	£ 15,950	
Ottoman	97	8,960	775	28	1,670	245	125	10,630	1,020	27,600	
Jerusalem	1	97	6	...	...	...	1	97	8	1,600	
Austrian	1	120	12	...	...	...	1	120	12	3,000	
Italians... ..	7	560	45	2	150	18	9	710	63	10,300	
Greek	5	580	38	3	187	22	8	767	60	3,050	
Tunisians	17	897	105	10	760	69	27	1,657	174	6,000	
Total	148	14,539	1,265	47	3,448	419	295	17,987	1,684	67,450	
CLEARED.											
British	16	3,194	251	4	106	30	20	3,300	281	17,600	
Ottoman	110	9,370	885	13	865	132	123	10,735	1,017	20,000	
Jerusalem	1	97	8	...	...	...	1	97	8	1,000	
Austrian	1	120	12	...	...	...	1	120	12	3,000	
Italian	9	710	63	...	...	...	9	710	63	13,800	
Greek	5	565	37	3	250	27	8	815	64	3,400	
Tunisian	22	1,080	168	8	680	58	30	1,760	226	8,000	
Total	164	15,636	1,424	28	1,901	247	192	17,537	1,671	66,800	

No. 3.—RETURN of the Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Tripoli during the Year 1866.

Nationality.	ENTERED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Ottoman ..	97	7,520	28	3,110	125	10,630
Jerusalem ..	..	..	1	97	1	97
Austrian ..	..	..	1	120	1	120
Italian ..	9	710	..	..	9	710
Greek ..	6	537	2	230	8	767
Tunisian ..	21	1,171	6	486	27	1,657
	133	9,938	38	4,043	171	13,981
Nationality.	CLEARED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Ottoman ..	96	7,535	27	3,200	123	10,735
Jerusalem ..	1	97	..	..	1	97
Austrian ..	1	120	..	..	1	120
Italian ..	9	710	..	..	9	710
Greek ..	6	585	2	230	8	815
Tunisian ..	27	1,515	3	245	30	1,760
	140	10,562	32	3,675	172	14,237

No. 4.—RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Tripoli during the Year 1866.

Nationality.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	7	125	40	6	104	35
Ottoman	22	960	180	21	850	168
Tunisian	16	640	140	14	560	125
	45	1,725	360	41	1,514	328

Tripoli, December 31, 1866.

TURKEY.

ERZEROOM.

Report by Mr. Taylor, Consul for Koordistan, on the Provinces visited by him during his late tour.

On leaving Erzeroom, and the district immediately dependent upon the Unider of that town, my way led me through the Terjan Kuzaer, containing 140 villages, the most fruitful in the Erzeroom.

Kaimakamlık.—It consists of several fine plains, hemmed in by low spurs from the principal mountain chain, watered by the Kara Su, or Erzeroom branch of the Euphrates, and the Terjan, and Pulk rivers, both of which fall into the former. The climate is less rigorous than the provincial capital, and admits of the culture of several oleaginous and other seeds, impossible further north, in addition to the usual grains. The principal products are, however, wheat, barley, cattle, and butter. It is intersected in every direction by serviceable natural cart roads, that, in most places, are also practicable for less substantial wheeled conveyances. The people generally seemed thriving, though intermingled with, and conterminous to the Kizzilbash of Koozichau, who have the reputation of being the most daring thieves. Complaints on this score are innumerable, but Government, although it has a regiment of cavalry stationed at Mamakhatoon to keep them in order, has not yet been able to put a stop to the nuisance. Last winter, and the early part of this year, the people were considerably harassed by requisitions for cattle and carts required for the transport of a portion of the immigrant schetcheus (2,000 horses) to Sinass. When I passed through the villages of Mause and Asparanek, in the same district, were assailed by a party of Circassians, not to be confounded with the Schetcheus, armed with Government orders, requiring the people to resign their houses and fields to them. Equally with the Schetcheus, the presence of these people is characterised by a system of wholesale pilfering and brigandage, extremely vexatious to the inhabitants, who dread their proximity, as their flocks are never safe by day, or their houses by night. It seems, that backed by powerful personages, they had represented to the councils or mejlisses of Erzeroom and Erzingan, and had made them believe too, that both these villages, with their surrounding lands, were deserted, or had such few inhabitants, that the latter produced nothing to the Government, and that the former only harboured robbers. On these grounds, without carefully inquiring into the matter, and knowing their thievish and disorderly habits, orders were issued, giving these villages and lands over to the Circassians. Such a proceeding, while one only out of many, exhibiting the light and careless manner with which many questions, vitally important to the poorer classes, are entertained, illustrating the entire ignorance of the Government officers of the district they rule over, and of the real condition of those subject to them, is one cause for a great portion of the complaints that fritter away the time of the executive, and for a great deal of the misery prevailing.

The Kaimakamlık of Shebban Kara Hissar, so called to distinguish it from the more important Afioon Kara Hissar, further west, takes its prefix from the rock alum (Shebb) mines in its vicinity. It is a long strip of hilly upland, divided into fruitful vallies, bounded to south by the Schimen, Kozzil Dag and Gemeen Bel Mountains, and to the north by the Giaour Dag, Kazan Kaia, and Karakol. It is well watered by two rivers (the Kalkyt and Karaor Koat Sus) and their

numerous affluents, that a few miles west of the town unite and form the Lycus (the Char Shemba Su of the maps), the principal tributary of the Yesheel Irmak, or Iris, into which it empties itself at Eupatoria, between Amasia and Samsoon. It is scantily peopled; for, although sub-divided into nine kuzzaas or sub-divisions, containing 739 villages, the population inhabiting 14,000 houses scarcely amounts to 50,000 souls, of whom 8,000 are Greek and American Christians, and the rest Moslem and Kizzilbash. The country, however, from its soil, climate, and abundant means of irrigation is admirably adapted for the growth of hemp, grain, fruits, and other products, in far greater profusion than at present. The natural features of the country favour transport by carts; and, although hilly, good natural roads from Siwass to Kara Hissar, and Erzeroom traverse its entire length. But, towards the sea, between Trebisonde and Samsoon, higher natural barriers intervene, at present presenting insuperable difficulties, between Kara Hissar and its natural port, Kerasonde (54 miles off), on the Black Sea, to any conveyance but by beasts of burden. In its mountain chains there are numerous indications of rich mineral wealth, but the only mine worked at present, is that of rock alum already noticed. From being a very lucrative source of income to the State, its yearly yield has now fallen to the miserable sum of 8,000 piastres (75*l.*) per annum.

It struck me that the people were in comfortable circumstances, still they complained heavily of increasing burdens, rendered more onerous by the arbitrary mode to be alluded to generally hereafter, with which the farmers collected and sublet the tithes, the inequality of their poll tax, in comparison with the rich and other incidental expenses, such as furnishing food, labour, and carriage, when required by Government, which entirely depend upon them. The Christians appeared better off in the town, at least, than the Moslems. Their houses were more substantial, gayer, larger, and better furnished than the others, and when I first arrived, they, one and all, during conversation, insisted in declaring, as indeed was apparent, that they were well off. But a few days after they changed their tone, and tried to make me believe a contrary tale. Their barefaced duplicity, so characteristic of Eastern Christians, was manifest; as, independent of their double statements, I had every reason to believe, from other sources of unbiased information and personal investigation, that their lot was superior to any others of their sect out of their provincial capital. One reason for this is, their frequent intercourse with Constantinople, where most of them resort for trade or hire. With such people the local authorities are wary in their dealings, although not so towards their brethren in the interior, whose appeals never travel farther than the capital of the district.

The Kaimakamlik of Erzingau, divided into two parts by the Kara Su Erzeroom branch of the Euphrates, from its greater extent, and being the head-quarters of the Fourth Army Corps, that of Anatolia, is more important than the similar government of Kara Hissar.

Its natural features, north of the Kara Su, which bisects it, are the same, and, easily traversed and well watered as the Kara Hissar country, but to the south of the above river, excepting the small Ovajik plain and the level sub-district of the Char Sanjak, the whole country, known as the Deyvsm, is one mass of high mountains, which, although at one time traversed by direct paved roads to Kharput and Malatia, from both Eringau and Erzeroom, are now generally impracticable. They are inhabited by the unruly and intractable Kizzilbash Koord race, the majority of whom may be called independent, as, secure in their inaccessible or difficult mountains, they pay what duties they like, refuse recruits, and disobey sub-governors other than those of their own

race approved by themselves. Their mountains, as attested by tradition and numerous ruins of old churches and buildings still existing, were at one time thickly peopled by an extensive and exclusive Armenian population, subsequently ejected by the Kizzilbash. The latter have since existed there, in this independent state, for at least 400 years, as it is certain that, although Gözlee Resheed Pasha some 20 years ago made an unsuccessful attempt towards their final subjection, none of the late dynasties since the Tatar invasion, have ever succeeded in reducing them to permanent order and allegiance as subjects. They are divided into two parts, the Seyd Hassanaulees or Seydaulees, inhabiting part of the Tchimishgezек and Khozat Kuzzaas, the descendants of a later immigration, first from Khorassan and then from Malatla; and the Deyv-simlees, exclusively confined to the Mazgerd and Koozichau districts of the Deyvsim, the descendants of a far older race of mountaineers. The former are more peaceable, civilised, and amenable to Government than the Deyvsimlees, as their country is less mountainous and isolated, and therefore easier controlled; they are also far more intelligent and desirous of information. The fine Mezoor river, that rises in the Ovajik plain and joins the Murad Su branch of the Euphrates at Wasgerd, above Peyrtek, is the recognised boundary between the two sections. Unlike most other Koords, the Kizzilbash are not nomade, as both parties consist of an agglomeration of families or tribes, inhabiting at all seasons numerous scattered villages of substantial mud houses, situated in deep dells or vallies, surrounded on all sides by rocky mountains. There being no one recognised or hereditary chief, who, from his superior position and consequent authority, can decide cases of disagreement among them, they are generally at war one with the other; the weaker families sideing, as circumstances force them, with either of the more influential chiefs for the time being; but in spite of clan feuds and frequent quarrels, they at once, forgetting old differences, unite in confederation to resist an enemy hostile to their general interests. Their numbers, combined with a hereditary hatred, derived from their religious views, for all Moslems of the Sunin creed, whom they designate as Turcos, are large enough to warrant a constant source of uneasiness to Government, and to intimidate the peaceable villagers of other sects in their neighbourhood, or within reach of their indefatigable thieves and brigand bands, who levy black mail from each village, and ravage the public roads between Eggin and Arabkir and Erzingau and Erzerroom. Their whole number, at the lowest computation, cannot be less than 200,000 men, and they boast of being able to bring 50,000 matchlocks into the field; but half that number—still a considerable force, and inconvenient enemy to deal with—would be nearer the mark. As in similar Asiatic societies, their chiefs are rich in their own rude way, but the great majority hopelessly poor, from the large amount they are yearly obliged to give their Aghas, who take a fifth of their agricultural produce and a certain amount of sheep, butter, and money annually.

Their religion is a curious mixture of Islamism, Christianity, and Paganism, and they worship the sun, large stones, and trees, and profess many other doctrines originally derived from the Kerametta and Assassins, who rose in the third century of the Hejret, common to the Noseyrees and Druses of Mount Lebanon, and other parts of Syria. In this jumble of religions, Ali hold the first place, but they regard our Saviour with particular respect; as they in fact believe that he and all the prophets and holy men, from Adam to Ali, were but different incarnations of the Deity. Ali, as coming last, they reverence most, and style him "The word, the uncreated, begotten of light, the lion of god, the perfect and the just truth." Mysterious and scandalous rites,

totally unfounded in fact, have been attributed to them, such as the promiscuous intercourse of the sexes, in a previously darkened room. This scandal has originated in the secrecy they observe during their prayer meetings, at which, on stated occasions, they partake of consecrated bread and wine, in imitation of our Lord's Supper. They are totally ignorant of reading or writing, and, therefore, generally fanatics in their faith. In religious matters, therefore, they implicitly obey the guidance of their spiritual chiefs called Deydees (literally Sayers) and Seyeds, who, under the circumstances, exercise unbounded influence over them, and preside at their prayer meetings, on which occasions they chaunt the praises and attributes of Ali and the twelve Imams. As before remarked, the Seyd Hassanalees are more civilised and desirous of knowledge and progress than the Deyvsimlees. Professing a creed that, shorn of its absurdities, assimilates somewhat to the Christian faith, they have profited by the teaching of the indefatigable American missionaries at Kharput, and now one of the most influential chiefs and his followers, while avowing themselves Christians, after a study of the scriptures, have really imbibed true Protestant doctrines, and in the action of their everyday life act up to them. But the real Deyvsimlees do not partake in such sentiments, and I am afraid to think they will yet effect disastrous consequences to the State (to which they are ostensibly subject) in that part of its territory where they reside. There is no doubt that in spite of the loyal teaching of the Americans, the whole Kizzibash, as a race, are everywhere disaffected; and it is well to point out that they exist not only in the Deyvsim, but everywhere from this to Constantinople, and also about Siwass, the mountains near Malatia, Paloo, Adiamon, and Kharpoot. They are essentially antagonistical to the Moslems and their rule in the mountains, while elsewhere they display a very qualified allegiance, which, during a crisis, might enlist them against those they deem aliens in religion, persecutors, and oppressors. Their existence or toleration in their actual state is highly dangerous to the State, not only at present as regards the industrious classes of all creeds, who, from contiguity, are under their baneful influence, but also in event of future unforeseen circumstances, when they would likely be seduced, by the promises and donations of an invading enemy, from their present wavering allegiance. What would be easier or more likely in the event of another Russian aggression upon Turkey, for the enemy to invade Asia Minor by Bayezid and Moosh, instead of from Gumri, following the easy and level route through the rich valley of the Diyadiu branch of the Euphrates, leaving the Deyvsim between them and the Turkish forces at Erzingau and Erzeroum? The Russians would then move through an Armenian population, if not favourable, at least not directly hostile to their interests, and exercise every step they advanced an influence over the Kizzilbash, who would in themselves be sufficient to hold in check a large army seeking to advance from either of the above positions, through the short route of their rugged mountains upon the enemy. But, independent of these, perhaps chimerical ideas, this country is, in a financial point of view, well worthy the Porte's attention. Hemmed in by stupendous arid rocks, it incloses a lower range of thickly wooded hills abounding in iron, copper, lead, and even silver, all unknown to the Turks, and producing gall nuts, and other natural productions equally uncared for and unknown.

Although there are no practicable roads at present, they have a fine water highway in the Nezoor, that runs through this fruitful district, which has, at all seasons, a sufficiency of the element to convey large timber and other products to the Euphrates, and so into countries

nearly destitute of similar prolific resources. Cultivation, excepting in the Ovajik plain and some other portions of the Seyd Hassananlee country, is comparatively sparse; but still amply sufficient and important for the supervision necessary to realise the tithes. Yet the greater part of this rich and important country, affording direct and short routes from the Black Sea south to Mesopotamia and Aleppo, is lost to the Government, and serves simply to support and develop a robber band in the heart of the country; although the centre of this magnificent district is within less than 60 miles of the head-quarters of the army of Anatolia, and close to the military station of Khozat, expressly established there for coercing these Koords, who make as light of them as they do of the far superior force at Erzingau.

Erzingau has ten krozzaas, or sub-districts, but I am not at present able to give any accurate statement of the number of houses and population. Three of the number, namely, Khozat, Mazgerd, and Koozichau, are entirely Kizzilbash, and the proportion of that sect in the others is very considerable. The town of Erzingau itself is situated in a fine plain containing 60 villages—20 less than when Mr. Brant visited it in 1836—or 5,000 houses, and with the town 10,000, of which 2,000 only of the whole are Christian. The latter, particularly in the town, are well off, and form the really industrious and most useful portion of the population. All trades, as at Kara Hissar, being in their hands, the Moslems engaging in nothing but as petty chandlers and agriculturists. Land has increased in value within the last ten years, owing to the greater freedom enjoyed by Christians, who now purchase real estate freely; the sellers being invariably Moslems. This pregnant fact is to be observed, not only in the town, but in the villages also, and wherever Christians exist in a compact, and therefore influential body, and is sufficient answer to a majority of their numerous and often frivolous complaints. But even with these avowed proofs of their prosperity and freedom from exaction, I have never found any of them content. Their complaints were, it is true, vague, pointing rather to the general inferiority in which they were held by the Government and head Moslems, in spite of their growing status—than to any specific grievance. The real fact seems to be that they are a progressive, and the Turks a declining race. They are aware of this, therefore the privileges they already enjoy, liberal when compared with an earlier date, are still far below their ambition, and what they deem their right in comparison with their growing importance and activity.

The Government buildings connected with the troops consist of a fine new barrack for a regiment of 2,800 men, costing—it is not yet completed—not including the cut stone procured from the debris of the old Erzingau fort and Roman city near Saddak, 27,000*l.* sterling; an extensive, well-regulated hospital, and a flour-mill, constructed by an Englishman, to be worked, when completed, by the best and newest English machinery. An instance of the extraordinary want of foresight general to Turkish executives is afforded in the affair of this mill. Everything was ready and the machinery in its place, but, as in the contract no stipulation had been made for the exterior wheels and pipes—only to be obtained in England—necessary to complete the motive power, everything was at a stand-still; the English engineer, in the meantime, drawing his salary and enjoying his pipe in calm repose till the authorities shall make up their minds what to do.

The whole force at present at the head-quarter *dépôt* amounts only to 1,400 men; the rest being scattered in the Erzerroom Vilayet and the Adana, Siwass, Kharput, and Diarbkr Pashaliks. The entire cost of the *corps d'armée* for the last year, not including the building and

repairs, was 60,000 purses, about 273,000*l.* sterling; but the troops were 10, 12, and 14 months in arrears. I must do the military authorities the justice to state that everything connected with their administration had a most orderly and working look, strangely and favourably contrasting with the slipshod machinery of the civil government.

One of the most fruitful districts of the Erzingau Sanjak, the Char Sanjak plain and Kuzao, is, and has for some time been, the theatre of open, undisguised oppression, which has rendered that formerly productive plain a comparative desert. From time immemorial that district—peopled in the proportion of three Moslems to seven Armenians—has been the exclusive property of the latter, who spared no pains to render it as profitable as possible; but, by degrees, the Moslem Aghas, though few in number, have ejected them from their lands, and now force them to stay in a condition of, or on terms little above, serfs. The very houses they have built, and the vineyards and cotton-fields they have planted or brought under cultivation, have been seized by the Aghas, although they have no legal title-deeds to prove their preposterous claims, based on force and bribery. Notwithstanding the frequent complaints to Erzeroom and the capital by the Armenians, through their bishop, the only answer was the dispatch of Khoorsheed Pasha, the Kaimakam of the Sanjak (Erzingau), in which the Char Sanjak is situated, to investigate the different cases brought to the notice of the Porte, which included among them cold-blooded murders of Armenian peasants and open-day violation of Christian females. No favourable results—as was indeed to be expected; for the sufferers attended the Pasha's mission, and the present state of the rayas is virtually worse than before, as he countenanced the Aghas, and procured them the support of the general commanding at Erzingau.

These Aghas are 75 in number, descendants of Hussein, Hajji Abd Ullah, and Omer Aghas Usheghi, who lived 150 years ago. They have parcelled out the 167 villages of the Char Sanjak, with their inhabitants, among themselves, and, while they make their serfs pay rent for the houses the latter have built, they share equally with them in all the produce of their labour. The Aghas, in addition, pay no taxes whatever out of their own pockets, to the State, their amount being taken by them from the scanty means of the Christians, who, in addition to their own yearly obligations they pay the Government who does not protect them, are thus compelled to discharge the liabilities of their taskmasters. Nor can they emigrate to other fields of labour and profit, as such a step would at once be opposed both by the Government and the Aghas; the former, for fear of being unable to realise their taxes from a diminished or idle population; and the latter, because no other laborious classes would settle in a country or on lands, however fruitful, under such a domination.

The Eyalet of Kharput consists of the three Sanjaks—presided over by Kaimakams of Kharput—Moaden, and Hisu Mausoor or Adiausau, containing respectively six, twelve, and six kuzaas, or sub-districts, larger and better peopled than in any other interior province of this part of Asia Minor. Although for the most part mountainous, it has some very extensive, extremely fertile, and well-cultivated plains, as those of Kharput, Arghowan, Malotia, Adiaman, and Samsat; and there is not a better or more flourishing cotton country nearer than Smyrna. It is, in addition, the only interior province where the mineral wealth of Turkey has been at all made use of. The silver mine of Kebban Moaden and that of copper at Arghana Moaden, although only two out of many similar sources of wealth that exist unworked there, are worked by private people, who are bound to dispose of the clean ore to Government

at a fixed rate ; but it aids them by providing the miners with bread, at 4 paras (about a farthing) the oke (of $2\frac{3}{4}$ lbs. English), and charcoal for roasting the crude stone at 20 piastres per hundred okes (3s. $8\frac{3}{4}$ d.) for 275 lbs.) ; on the other hand, Government only pays 20 piastres (3s. $8\frac{3}{4}$ d.) for the batman, or 6 okes ($16\frac{1}{2}$ lbs.) of copper. In this manner, the mine yields 130,000 batmans (or $159\frac{1}{2}$ tons) yearly ; an amount but little inferior to the yield in Mr. Brant's time, in 1836. The silver mine is a poor affair, and scarcely gives 2,000*l.* sterling per annum, owing to the want of proper machinery to clear the shafts and galleries of water ; to which cause also must be assigned the comparative unproductiveness of the copper mine.

Nowhere else in Turkey is population so redundant as in the Kharput plain ; it affords the singular spectacle here of being, in spite of its extent, too limited to support the population. Villages exist at every half-hour, and all available lands groan under orchards, grain, and cotton. The people generally are prosperous, as the majority of the poor classes—so abundant in other Pashaliks—emigrate for employment to Aleppo, Egypt, and Constantinople. I again noted here, and it is worthy of remark, that the Christians were purchasing lands freely ; the sellers invariably being Moslems. There are only 600 regular troops in the Eyalet of Kharput, a force insufficient to keep the unruly mountaineers and Kizzibash in order. The latter, in the Schimishgezek Kuzaa, have steadily encroached upon the Christian property, and ejected their owners, who have thus been compelled to forsake their labour of years and hereditary patrimony for other scenes of existence for themselves and families.

Having, in several former communications, reported fully on the Diarbekr Pashalik, I propose here to note simply the changes that have taken place during my three years' absence, and their effects. Two years previous to my departure and for three subsequently, locusts have devastated the land ; for the last two, virulent cholera has set in, at the moment when mercantile operations were generally most brisk ; and, lastly, the Tchetchen immigration, combined with the above causes, have severely taxed the resources of the people. Famine and its attendant diseases have diminished population, and caused an increased amount of destitution, ruin, and emigration. Several families I had known in easy circumstances are now poor ; populated districts are empty, the Kuzaa of Mediat having alone dwindled down from 6,000 to 3,000 houses, and others in nearly like proportion.

Although measures might have easily been taken to stay this expatriation, and relieve a great portion of the misery that unfortunately prevails, I do not wish to attribute their non-adoption to wanton disregard on the part of the Pasha for the suffering people ; but certainly to his subordinate Kaimakams and Mudirs, appointed by the Porte, and to the members of the local councils, to the latter particularly. They have deliberately sacrificed the interests of those communities they represent, and on whose behalf and for the protection of whose interests they were elected ; forgetting their real duties, they have occupied themselves with local politics, in which, stimulated by the petty jealousies they induce, they have not confined themselves to the initiatory opposition, perfectly legitimate, on the discussion of proposed measures, but have extended it long after the several questions referred to Constantinople had received final and supreme sanction, when such opposition was manifestly seditious, and could have no other effect than unsettling the minds of the people and exciting them against the Government. Divided into parties, each seeking its own private interest, and all greedy of gain, they are constantly thwarting the Governor-

General in his pre-authorised plans ; rejoice in the difficulties the charge he has accepted involves him in, and circulate scandalous, unfounded reports respecting him in the public native journals at the capital. But, at the same time, it is useless to disguise that the Tchetchen location at Ras el Ain, so unfortunately advocated by the Pasha and sanctioned by the Porte, has been disastrous to the province and inhabitants. The loss in cattle alone has been enormous, not only from over-work in transporting the immigrants and their baggage, but also from the indiscriminating tastes of this half-famished people. Unsupplied with proper rations by the Government, they devoured every four-footed beast that fell into their hands, whether killed in the usual way, or dead from natural causes ; oxen, horses, dogs, donkeys, buffaloes, and camels—nothing came amiss to them. Within the last three months, then, more than 5,000 beasts of burden have been lost to the poor agricultural classes of the province, and timber to the amount of more than 2,000% sterling in value from one small district alone. So stringent were the requisitions for cattle and labour, that many of the owners of the former were content to provide the animals required, and then, rather than give up the time necessary to attend them, or subject themselves to probable *carvée*, desert them. I myself saw a public auction of more than 300 such stray animals in the Serai the other day, as no owners were forthcoming. Artisans and labourers have been dragged from their homes, 80 miles off, to build the homes, Government offices, and huts for the new city, leaving their families and business at a season when their presence was absolutely necessary, and for which the nominal dole, promised, but not paid them, can be no compensation. For this misery and these unnecessary accumulations of loss, no people other than the ministers of the Porte are responsible. In sanctioning this measure, they were well aware of the great expense attending the providing the beasts and labour for transport and location, for which they could not, or were not disposed, to provide. While constantly pressing the local Government for remittances, they forbade, excepting for flour, the outlay of a single para on this account. In the absence of funds, then, to carry out their orders, the only alternative was *corvée* of men and animals. To relieve themselves from the natural odium necessarily attaching to such unjust and ruinous measures, they, in authorising the Pasha's proposition, addressed him an instruction—my informant saw and perused the document, and its existence has been vouched for by others—to take such conciliatory (?) measures as to obtain the assent of the councils, acting for the people, of the different districts through which the Tchetchens passed, to make it appear they had been paid in full for their impressed labour, cattle, and goods, or that they had supplied them gratis of their own free will. Although, at this time, determined opposition would have been reasonable, as protective of the interests of their poor clients, the servile members of the Sanjak and Kuzaa councils, perfectly sure that their local interest would screen their own cattle, goods, and immediate friends, at once forwarded the necessary resolutions, worded as if emanating from the free-will of the people, and sent them to the Pasha. It thus ostensibly appears that everything has been paid for or freely granted gratis, and that the people have no proper or just grounds therefore for the complaints they loudly utter. Such a farce, however it may blind people foreign to, or unacquainted with, Government practices in these countries, cannot for a moment impose upon residents. They know too well the species of pressure that can be brought, and is brought, to bear upon the suffering poor, in want of the common necessities of life, independent of their natural avarice, to believe for a moment they would give up a single

penny to Government, or any one, voluntarily, had they the remotest chances of payment hereafter. But, under these circumstances, even the Government outlay for the Tchetchens will still be considerable, and will amount, for flour alone, at the daily rate of half an oke for each person, at 70 paras (1 lb. 14 ozs. for $2\frac{1}{4}d.$) up to the end of February, to more than 30,000*l.* sterling; while, to insure immunity from the attacks of the Shenir Bedouins, their Sbeikhs have had their monthly subsidies increased to 17,000 piastres (15*l.*); and an extra body of 600 irregulars—in name and pay at least—costing an additional 545*l.* sterling per month, exclusive of their food and forage, has been added to the three stations of Nisibeen, Koch Hissar, and Ras el Ain.

Independent of the consequences that have always attended foreign immigration on a large scale into these lands, the last of which, indeed, placed the present dynasty on the Turkish throne, it is hardly likely that a race like these new subjects of the Porte, accustomed for the last fifty years to a life of war and plunder, will at once quietly sink down into the comparative inaction of an agricultural life in a colony, composed entirely of themselves, headed by intelligent clever men, formerly officers of the Russian army, and retaining all their old Tchetchenaia associations of war, battle, struggles for freedom, and belief that riches and plenty are dependent solely upon the single strength of their arms. Nor will the knowledge they are huddled in a country that for centuries has been abandoned by the Turks—if indeed it was ever really subject—from their sheer inability to hold their own against the Arabs, contribute to their loyalty, particularly if put to the severe tests of subsequent taxation and conscription. However much this costly and dangerous experiment at colonisation must be lamented, it is now too late to do more than urge the necessity of strengthening the Governor-General in his plans for the well-being and future development of the colony. Useless vacillation or half support will nullify all that has been done, and leave the Tchetchens dissatisfied, or at liberty to practice the brigandage without which they could not subsist, and which, were the Government to withdraw its present support prematurely, would be inevitable and excusable. The trust has been confided to Alinak Mustafa Pasha, after, I suppose, mature deliberation and consideration of the different arguments urged by others against his plans; it would at once, then, be a gross act of injustice, as also a deplorable evil, were he interfered with or recalled till the Tchetchens are irrevocably settled, or till his other arrangements in connection with them have been established on a firm basis. And perhaps, in the course of events, the new colonists may yet turn out the regenerators of this most fruitful portion of the Turkish Asiatic dominions, afford an impassable barrier to, and by constantly menacing the Arabs, force those useless people to their own proper localities, the arid deserts beyond the Euphrates and about Nejd.

I am bound to state that, in spite of my opinion of the Pasha, he possesses an unflinching perseverance and interest in his work, labouring incessantly and single-handed to carry out the orders of his Government. Success in his enterprise will indeed be the consummation of a grand work, and prove him an abler man than many former or present governors of neighbouring provinces, who have successively contemplated and recoiled from what they considered a hopeless, though a similar, task. For myself, I must candidly say I had anticipated an obstinate step by step resistance, on the part of the Arabs, to the establishment of a foreign colony in a country they regard as their own; and their present forbearance, therefore, is all the more encouraging for the future stability and value of the new settlement.

What is most urgently now needed, next to unqualified support of the Pasha, to guard against probable mishaps, such as future Arab invasion, the consequences of the Tchetchen habits, and the introduction of a foreign element into an impoverished, unsettled country, is a permanent regular force, with a few light guns and rocket train at Ras el Ain. This will not only awe the Bedonins, secure tranquillity to adjacent villages, and force peaceful habits upon the immigrants, but it may ultimately entice foreign settlers to the new town and country now open, who will serve as a counterbalance to probable rebels among the former. No country that I have seen is more worthy active colonisation, or so well calculated for rearing cattle and sheep and developing every species of agriculture, more particularly cotton. There are thousands of acres of rich virgin soil completely under the natural irrigation of the main Khaboor and its sources, in a level country, practicable even at present for every kind of wheeled conveyance to Mosul on the one side, and Aleppo on the other.

I have enlarged more than I otherwise would have done on this subject, from its great importance and value if successful, not only for the Turks, but for any English Company proposing to construct the long-talked of railway between the Mediterranean and Persian Gulf, which would pass, following the shortest and most productive line—along the ancient commercial highway between India and the West—through Rasel Ain and other districts, it is proposed to colonise with Tchetchens and others, that now are under Arab influence.

From the absence of any commercial or statistical data relative to Kara Hissar and Erzingan in the Consular archives since Mr. Brant's departure, I have no means of comparing the progress or otherwise of those districts from that date. But taking Mr. Brant's reports as a basis, I find that the prosperity and population of those parts have decreased, in spite of higher taxes and a host of social reforms. There never has been a commercial report in full issued for Kharput, and therefore I can only rely upon native statements, the aspect of the country, and apparent condition of the people when I passed through, and the general notes of Mr. Brant in his report of May, 1836; which, too, on comparison, point to a lower scale of competence and wealth. It is true that for the last few years the aggregate totals of all taxes show an increase, in spite of palpable signs of decreasing prosperity; but, on the other hand, the money value of tithes rises in proportion to scarcity or diminished cultivation, and unpaid balances due by tax farmers do not appear in the public published accounts, and their amount is only known to the Government. The gross amount of taxes then, is an erroneous standard for judging the circumstances of the payers. Every Governor finds it his interest to raise as much as he can—nominally; and as there are only a certain and limited number of men in the province who enter into such operations, they farm to suit the Pasha far above the real value of the tithes, and they can only escape ruin by—with the Pasha's connivance—forcibly sub-letting or selling the produce at the same exaggerated rates to villagers, whose bonds are set off in the public accounts against the prime farmers' bond, on pretence that they are in want of seed for the ensuing year. Whether, or when, they pay, is a secondary question, the solving of which forms part of the fiscal legacy every Pasha naturally leaves to his successor. In the meantime his figures—so imposing upon paper—have done him good service, and probably secured him promotion elsewhere; although—one year, or at the most two, being the general term of office—he has cared little for the actual amount paid into the Treasury during his tenure of the post.

Other defaulters, again, possess too much influence, for the majority of Pashas, to press them as they ought. They are either local Begs or the agents of the Mejliß members; and, as the Pasha of Kharput himself confessed to me, he could not realise the Government claims of the millions such people in his district owed the State for tithe farms, for fear of offending them, as he was sure that then their machinations and intrigues at head-quarters would procure his removal.

The Vergoo or Poll-tax, which under other circumstances might fairly be taken as a true standard to determine increase or decrease in population, is, as such, equally false as the tithes, residents being always liable for the sums due by forced absentees of their community. I will give one example, as an illustration of the whole system. The village of Ishtarakho, near Haa, in the Zaz district of the Mediat Krozaa, subject to Diarbekr, contained twenty houses; for the causes already stated, seventeen houses emigrated, the tax for the whole twenty having been for Vergoo, fifteen hundred piastres (£14). Subsequent to the depopulation of the village, the sum was demanded and forcibly taken from the three remaining; and although the owner, or rather head of one, turned Moslem—being in indigent circumstances—in order to save payment. This rule applies everywhere, the living and present paying for the dead or absent. I took some pains during my journey to fix the average amount paid by each house in every district I passed through, as also the average earnings of the payers, and found the former varying between 230 piastres per head, those earning 60 piastres only per month being also contributors. The lower rate always obtained in the wealthier or more populated districts; for, as wealth or numbers secure influence, the oppressed naturally sought refuge—deserting their small villages—in crowded towns, where they were less liable to extortionate taxation, or where the pressure was in proportion to their means.

With all their schemes for raising revenue, the Turks have not yet hit upon the method of throwing the burden on the people most able to bear it. The reason would seem to be, that as there is hardly any middle class in Turkey, and the poor are in some measure the slaves of the rich or of the land-owners, it would not suit the internal policy of the Porte to create enemies among those who are alone capable of causing inconvenience, by subjecting them to payments directly in proportion to their means, whether in land or money. And in analysing Fuad Pash's theoretical statement—which seems so hopeful that the present ministers have imposed a property tax—that the annual tax paid by each person in Turkey is simply 45 piastres (8s. 2d.) per head, the explanation will show, that in proportion to general means, the rich are really exempt. The most lucrative branch of revenue is the tithe on the agricultural produce of lands, which, according to old rule, are never actually rented, by the payment of a fixed annual sum by the peasant, but are cultivated by him; he paying all the expenses of labour, cattle, implements, and manure, and sharing the gross profits only with his landlord. Here therefore one half of this large tax only is borne by the rich landowner, and the other half by the needy labourer, who has burdened himself with debt to purchase the necessary cattle and implements. In salt, too, another large Government tax, it is calculated that seven-eighths of the whole amount consumed is paid for by the pastoral tribes and agriculturalists, thus again screening the rich and burdening the poor; as, although there are many rich cattle owners, the animals used for draught or agriculture—all of whom require salt once a week—are owned by the comparatively poor.

In the matter of justice as well, and as it is administered in the local courts, the poor can never hold their own with the rich. Excepting

in the new vilaiet of Erzeroum, the Cadhi has no salary, but, on the contrary, has paid for his post, and therefore appoints as his Naibs in the different sub-districts such pedlers in law who assure him the highest monthly sum for the office. Justice therefore for a poor man is, unless with his equals, a fluctuating commercial object; with others he can palpably have no chance of success, considering the pliability of Turkish law and the greed of the administrators, in any case, however just; particularly as a variety of cases, properly belonging to the Mejliss, are smuggled or forced into the Cadhi's court by the Government, either to play into his hands for mutual benefit, or to silence that functionary, who, next to the Pasha, is the first member of the Grand Council; that ought by the Kanoon to be argued and decided in the Mejliss. It would be supposed, as every community is or ought to be represented in the Mejliss, that the poor would always have sufficient remedy against the rich oppressor. But, considering the constitution of the different Councils, the members of which have either bought their seats, or have been elected on account of their suppleness or general indifference or amiability, they are simply clogs upon, or perverters of, justice. No man of standing or recognised pretensions belongs to them; they are no standards of wealth or intellect, and the consequence is that the seats are accepted for the emoluments that incidentally attach to them, and that, therefore, a few Moslem bullies force the votes; the rest, Christians of course included, not daring to exercise their prerogative. At the present moment in Diarbekr, there are no less than nineteen Moslem to four Christian members: when, at the most, ten are allowed. In the second Mejliss, containing eleven members, all Moslems, there sits a notorious receiver of stolen goods, whom I myself saw in prison three years ago, with chains upon his legs, undergoing an imprisonment of three years for his past crimes; and the morals or public character of the rest would hardly bear a close scrutiny. Among all the Moslem members of the two Councils, there are sixteen only who read or write, and twelve who neither read or write at all, or very imperfectly; while no one of the Christian members can read or write Turkish at all.

The theory of Government orders and regulations, combined with its laws, is excellent; but, in the strict practice of them, all essentials are wanting. Ostensibly a charitable and merciful Government, the central control at Constantinople that gives the cue to all, seems actually one of extortion, at least, as far as my district is concerned. The main object is "money," regardless of all consequences, to be obtained as speedily and in as large sums as possible. The Ministers publicly enjoin forbearance in collection, but privately—I have seen their orders—stimulate Governors to resort to any measures to attain their object; they publish budgets that convince the world their subjects are less taxed than anywhere else, but their forced loans—instance the Caimè issue a few years ago, and their double vergo or poll tax this year—and corvèè are hidden from public scrutiny; without providing any funds, they force a disorderly starving population upon their Rajas, and knowing the consequences, require exonerating Mugbittas, although the natives groan under the additional burden. No wonder then that the people, tired of such duplicity—and in the absence of any improvements, such as roads or security, in return for the vast sums they have disbursed—have lost their unity and patriotism, and beyond the precincts of their native villages and towns, while they curse the Sultan, ignore everything like nationality, the worst trait that can exist among a community; at the same time, although they bear their burdens sullenly, it is with a dogged patience and submission that speak volumes for their real loyalty, that alone preserves them from breaking out into widespread and irredeemable rebellion.

The condition of the countries visited in my tour, as described in this report, will convey a gloomy picture for the districts I treat of. Although I endeavoured, as far as I could, to find materials for a more hopeful sketch, I searched but in vain ; and now give real facts, after conscientious research and mature deliberation, of the scenes I witnessed, and the facts I became cognisant of, in the extensive districts I travelled through.

Dirabekr, December 28, 1866.

JERUSALEM.

Report by Mr. Consul Moore on the Trade and Commerce of Jerusalem, for the Year 1866.

Trade and Commerce.—The trade of the Sandjak (or minor province) of Jerusalem is very inconsiderable. Jerusalem, the chief town, is one of the least commercial or industrial of cities. The principal imports from England are cotton goods, and some Colonials. Of the former, it is calculated that between 300 and 400 bales, of the value of 16,000*l.* to 20,000*l.*, annually find their way here. There are no British merchants or tradesmen. The imports from foreign countries—consisting chiefly of woollen manufactures, hardware, glass, and fancy goods—are on an equally limited scale. The exports are olive oil and grain, the staple products of the district, of which the quantities and destination will be shown on the returns from Jaffa, the port of Jerusalem.

Agriculture.—As above stated, the staple produce of this district is olive oil and grain, of which the principal kinds are wheat, barley, sesame, and maize, raised in rather considerable quantities. Cotton is grown in the Nablous district. Previously to the ravages of the locusts, to be presently referred to, the estimated yield for 1866 was 600,000 to 700,000 okes (the oke = 2 $\frac{3}{4}$ lbs.). It is raised from native seed, is of an inferior quality, and is chiefly exported to Marseilles. No well-directed and sustained effort, on the part of the Government, has been made to promote the cultivation of cotton. It is believed that, in many parts of the country, cotton might be successfully and extensively grown, with good seed and proper instruction and implements given to the peasantry. A model farm, conducted by Englishmen, would, in my opinion, be the best means of promoting cotton culture in this land.

During the summer, the country was devastated by locusts. The olive crop suffered severely, in common with the cotton plant, the vine, fruit trees, &c. The grain crops had already, for the most part, been reaped. Vegetation soon recovered, however; and, unless the locusts come again, the evil will have disappeared with the cause.

The animals bred in the district are horses, camels, mules, asses, sheep, goats, and not many oxen.

Population and Industries.—The population of the Sandjak may be computed at 200,000 souls, divided into the three sects of Christians, Mahometans, and Jews, in about the following proportions :—

Mahometans	..	..	..	..	..	160,000
Christians (mostly of the Greek Church)	..	..	..	..	..	30,000
Jews	..	..	..	..	..	10,000
						200,000

The population of the city of Jerusalem is estimated at 18,000, of whom about 5,000 are Mahometans, 8,000 to 9,000 Jews, and the rest Christians of various denominations.

The chief native industry is the manufacture of soap, and what is called "Jerusalem ware," consisting of chaplets, crucifixes, beads, crosses, and the like, made principally of mother-of-pearl and olive wood, and sold to the pilgrims, who annually resort to the Holy City to the number of 6,000 to 8,000.

No mines are worked, although it is believed that sulphur, bitumen, and rock salt, abound on the shores of the Dead Sea ; but security and capital are wanting ; and so long as these are absent, the probable wealth to be extracted from those regions will remain unavailable. No factories are to be met with. The employment of the people in the rural districts is agriculture, which is carried on in the most primitive mode.

A colony of Americans from the State of Maine, numbering 156 persons, arrived and settled near Jaffa in September. Their leading idea appears to be a religious one, connected with the fulfilment of prophecy concerning the Holy Land. They are, for the most part, farmers, handicraftsmen, &c., bringing with them their own wooden houses, agricultural implements, and tools. If the colony contrives to escape the disastrous failure which has attended previous similar experiments, it will be interesting to watch the progress and results of the enterprise, which cannot fail to be beneficial to the country, through the introduction of their superior husbandry and workmanship.

Public Works.—It is matter of great regret it should have again to be reported, that neither railway, nor what, under the circumstances, would be more advisable, carriage road, has been, or is likely to be, made between Jaffa and Jerusalem, and of which a harbour at Jaffa would much enhance the value. The difficulty is understood to arise from the unwillingness of the Porte to grant the concession to a foreign company, whilst it abstains from undertaking this most necessary and profitable work itself. The roads of the district are of a most wretched description ; and, with the want of security, are the main cause of the poverty and general backwardness of the country. The formation of roads would, in the nature of things, itself react upon the country, and tend to promote its security. This arises principally from the predatory Bedouin tribes inhabiting the outskirts of the district, to keep whom in check, however, military dispositions, of a simple and inexpensive description, might be readily made. Owing to the above causes, vast and fertile plains are allowed to lie waste, or are but partially and poorly cultivated. There can be no doubt that, with the agricultural capabilities of the country fully utilized, it would support a population many times larger than its present scanty and poverty-stricken inhabitants.

Izzet Pasha, the Governor of Jerusalem, has had the pools of Solomon and the ancient aqueduct repaired, with a view to supplying Jerusalem with water. This most desirable work is now completed.

Two lines of telegraph, *vid* Beyrout and Alexandria respectively, connect Jerusalem with Europe.

Jerusalem, January 16, 1867.

ROUMANIA.

Report by Mr. Consul-General Green on the Trade and Agriculture of the Principalities of Moldavia and Wallachia for the Year 1866.

SINCE the date of my last Report, 5th May, 1865, events have occurred in the Principalities of which it may not be out of place to furnish the dates.

Prince Couza, having been deposed by a bloodless revolution on the 23rd February, 1866, the Chamber and Senate, on the proposition of the Provisional Government, proclaimed the Count of Flanders Prince of Roumania; but the Belgian Prince having declined to accept the honour conferred on him, the Provisional Government, on the 13th April, issued a proclamation, calling on the people to elect, by universal suffrage, Prince Charles of Hohenzollern Sigmaringen. The almost unanimous vote of the population was confirmed on the 13th May, by the newly elected Assembly, and on the 22nd May Prince Charles made his public entry into Bucharest, and assumed the reins of Government. A new constitution was promulgated on the 30th June; and after protracted negotiations with the Porte, Prince Charles was recognised, and received his investiture from the Sultan on the 24th October. By this act; the Porte recognizes Prince Charles of Hohenzollern as Prince of the United Principalities of Moldavia and Wallachia, with hereditary succession guaranteed to his heirs in the direct line.

Population.—In my last Report, I stated the population of the United Principalities to be 3,864,848, according to a census taken in Wallachia in 1860, and a statement of the Board of Health, dated January 1, 1864, for Moldavia.

In a statistical return published by the Government in 1866, the population is stated to be:—males, 2,276,558; females, 2,148,403; Total, 4,424,961; but no details are given, and no regular census has been taken.

The population of the following 33 principal towns, is from municipal returns, published in the official "Monitorial."

Bucharest	..	..	..	..	..	141,754
Jassy	..	..	..	..	..	90,236
Botochani	..	..	..	..	..	37,594
Galatz	..	..	..	..	..	36,107
Ploesti	..	..	..	..	..	26,468
Ibraila	..	..	..	..	..	25,767
Craiova	..	..	..	..	..	21,521
Ismail	..	..	..	..	..	20,869
Berlad	..	..	..	..	..	18,251
Husi	..	..	..	..	..	17,697
Fockshani	..	..	..	..	..	16,939
Petra	..	..	..	..	..	16,353
Roman	..	..	..	..	..	14,981
Bolgrad	..	..	..	..	..	13,937
Falticeni	..	..	..	..	..	12,584
Bacau	..	..	..	..	..	12,440
Tergul Ocna	..	..	..	..	..	11,356
Guirgevo	..	..	..	..	..	10,557
Nemtsu	..	..	..	..	..	10,096
Buzeo	..	..	..	..	..	9,027
Dorohoi	..	..	..	..	..	8,864
Alexandria	..	..	..	..	..	8,496
Campu-lungu	..	..	..	..	..	8,283
Tecutch	..	..	..	..	..	8,003
Chilia	..	..	..	..	..	7,727

Reni	7,516
Pitesti	7,259
Cahul	6,906
Vasliu	6,547
Rimnic Sarat	5,698
Tirgovist,	5,101
Mihaileni	5,077
Caracal	5,638

Administrative and Judicial Organisation.—There are 33 districts, under 33 prefects, subdivided into 164 arrondissements under 164 sub-prefects.

There are 62 municipalities, and 3,018 rural communes, formed of 7,402 villages.

There is one supreme court of cassation, 4 courts of appeal, 4 criminal courts judging with jurors, and 48 tribunals of first instance.

These tribunals tried, in 1865, the following cases :—

Crimes	4,237
Misdemeanors	16,272
Civil causes	26,837
Matrimonial	803
Commercial	2,352
Titles of Property	3,470

There are 16 central prisons, and 31 provincial prisons, containing 2,730 prisoners, condemned for—

Homicide	516
Acts of Violence	51
Cattle Stealing	556
Other Thefts	1,417
Desertion	29
Other Offences	161

Religion.—The population, classed according to religion, is as follows :—

Orthodox Oriental Church	4,198,862	having 6,853 Churches
Roman Catholics	45,152	63
Protestants	28,903	12
Armenians	8,178	11
Tiporans	8,375	7
Jews	134,168	176 synagogues
Mahometans	1,823	
Total	4,424,961	

The Government of the Orthodox (National) Church is entrusted to a general synod, and the country is divided into eight dioceses. There are two metropolitan archbishops (Bucharest and Jassy). The Archbishop of Bucharest is the primate, and six diocesan bishops. The secular parochial clergy number 9,702,

There are 42 monasteries, 119 abbeys, and 11 cloisters, containing 4,672 monks, and 4,078 nuns.

Agriculture.—The distribution of the soil of Roumania was as follows in 1865 :—

	Pogons.		Acres.
Under culture	12,636,618	equal	20,218,589
Woods and forests	4,029,947	"	6,447,915
Waste lands	6,574,366	"	10,518,985
Total	23,240,931	"	37,185,489

The portion under culture was,—

	Pogons.		Acres.
In Arable land	4,442,924	equal	7,108,679
Grass and meadow lands ..	7,693,910	„	12,310,256
Gardens and orchards ..	308,477	„	493,563
Vineyards	191,807	„	306,091
Total	<u>12,636,618</u>	„	<u>20,218,519</u>

The rural population is computed to consist of 684,168 families.

The indebtedness of real property as established by registered mortgages, including marriage settlements, is—

	Piastres.		£
On Town property	89,315,970	equal	1,314,472
„ Rural property	267,876,598	„	3,939,892
Total	<u>357,192,568</u>	„	<u>5,253,864</u>

The change effected in the position of the peasants towards the landed proprietors, by Prince Couza's decree of 14th August, 1864, which Act, by completely unsettling the agricultural organisation of the country, stopped cultivation; and two successive very unfavourable seasons, have completely drained the principalities of all existing stocks of grain; and it is established, beyond a doubt, that in most parts of Moldavia and many districts in Wallachia, the distress almost amounts to an actual famine.

This state of things led the Government, on the 12th August, 1866, to prohibit the exportation of maize, barley, and millet; but the exportation of wheat was not interfered with, and great facilities for carrying their operations into execution, were accorded to merchants who had already contracted for the delivery of barley and maize in the European ports; so that the exportation was really very little reduced by the prohibition.

The breadth of land cultivated and sown with wheat last autumn in both principalities, I am assured, far exceeds the usual rate, so that as the winter has been a favourable one, it is to be hoped that an abundant harvest may be secured.

The present prices (February 5, 1867) are, at Galatz, for wheat, 332 Moldavian piastres per Moldavian kilo, or 48s. per quarter; for maize, 185 Moldavian piastres per Moldavian kilo, or 27s. per quarter. At Ibraila, for wheat, 350 Wallacian piastres per Wallacian kilo, or 45s. per quarter; for maize, 190 Wallacian piastres per Wallacian kilo, or 25s. per quarter.

Navigation.—According to the returns of the European Commissions of the Danube, the number of vessels of all nationalities which left the Danube in 1865 and 1866, including those loaded in the harbour of Sulina, was as follows:—

Nationality.	1865.		1866.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
Austria, sailing vessels	128	32,354	116	33,799
„ merchant steamers	38	8,088	45	9,525
„ steam packets	44	14,919	43	17,608
Denmark, sailing vessels	..	..	1	521
France and Jerusalem, sailing vessels ..	6	1,425	9	1,736
„ steam packets	40	12,823	36	11,480
Great Britain, sailing vessels	180	52,316	186	55,387
„ merchant steamers	33	11,839	55	27,292
Greece, sailing vessels	1,071	145,388	1,053	136,922
Hamburg „	1	215	..	..
Hanover „	8	1,162	8	1,154
Holland „	5	715	5	706
Ionian Islands „	111	12,902	2	126
Italy „	254	65,415	205	56,035
Mecklenburg „	15	3,680	7	1,482
Oldenburg „	4	627	1	122
Portugal „	1	230	..	..
Prussia „	16	4,637	5	1,620
Roumania „	47	5,508	53	6,096
Russia „	110	11,882	67	9,430
„ merchant steamers	1	250	..	..
„ steam packets	34	3,803	31	3,368
Samos, sailing vessels	25	3,206	19	1,921
Servia „	4	363	6	457
Sweden and Norway, sailing vessels ..	25	7,047	41	13,877
Turkey, sailing vessels	470	40,626	437	36,785
„ merchant steamers	3	650	..	..
United States of America, sailing vessels	1	159	..	..
Total	2,676	442,229	2,431	427,449

The Finances.—In the present days of loans, some details respecting the finances of Roumania cannot be out of place in a Report of this nature.

The revenue and expenditure of 1866 is thus stated in the “Monitorial” of the 25th October last.

The Revenue.

	Piastres.	£
Direct taxes	48,000,000 equal	705,888
Indirect taxes	37,707,000 ..	554,517
Public domains	36,782,000 ..	540,915
Miscellaneous	9,978,400 ..	148,741
Extraordinary revenue	2,631,000 ..	38,691
Total.. ..	135,098,400 ..	1,988,752

Expenditure.

	Piastres.	£
Ministerial Council	103,800 equal	1,526
Council of State (to 9th July } when it was abolished .. }	245,667 ..	2,612
Ministry of the Interior	19,561,825 ..	289,696
„ Finance	44,152,522 ..	649,306
„ War	35,347,018 ..	519,812
„ Justice	9,507,613 ..	141,818
„ Worship and Public } Instructions .. }	22,000,000 ..	323,532
„ Public Works	16,047,927 ..	236,000
„ Foreign Affairs	1,805,054 ..	26,544
Total	148,771,427 ..	2,191,846
Deficit	13,673,427 ..	203,094

The budget of 1867, now in course of being voted by the Chamber, exhibits a surplus of 3,317,372 piastres, equal to 48,785*l*.

The direct taxes consist of—

	Piastres.	£
Personal tax	36,922,482	equal 542,978
Patent tax	3,061,362	„ 45,020
Land tax, 4 per cent. on revenue	9,334,035	„ 137,265

The municipal and communal taxes on land and persons, not included in the budget, amount to 49,480,530 piastres equal to 727,657*l*.; which sum is almost entirely wasted in salaries to useless municipal functionaries.

The public domains extend over 5,339,660 pogons equal to 8,543,456 acres; of which 1,063,185 pogons, or 1,701,096 acres, are arable; 1,281,927 pogons, or 2,051,083 acres, are forests; and 2,994,548 pogons, or 4,791,276 acres, are uncultivated.

The expenditure of the Ministry of Finance includes the Civil List and expenses of the Legislative Assemblies, 4,341,060 piastres equal to 63,840*l*.; and pensions, 9,488,330 piastres equal to 139,533*l*. It also includes the interest and sinking fund of the public debt. As incorrect information has been circulated on this subject in several publications, the following details may be of interest.

Public Debt.

	£
Balance due on bonds for the emancipation of the Gipsy slaves in 1855 and 1856 Piastres	5,690,400 equal 83,682
Loan contracted with the Imperial Ottoman Bank and Messrs. Stern Brothers, in 1864 (Danubian Loan)	£916,600
Less reduced in sinking fund	£41,247
	875,353
National loan of 1866 (to be liquidated in 3 annual payments) Piastres	10,015,354 equal 147,285
Loan contracted with Messrs. Oppenheim and others in 1866.	„ 1,374,280
(The Government has still to receive £420,000 on this loan)	
Total	2,480,600
Floating debt, Treasury bonds, &c	30,287,306 equal 445,402
(These bonds are in course of payment as the instalments of the loan are received)	
Total	2,926,002

The following sums have been voted by the Chamber to meet the interest and sinking fund of the debt, and various annuities, in 1867.

The tribute to the Porte, 4,000,000 Turkish piastres, with expenses of transmission, 2,492,000 piastres equal to 36,646*l*.

Bonds for emancipation of gipsies. Interest and sinking funds 2,129,370 piastres equal to 31,313*l*. The balance of capital due on this account on 1st January, 1868, will be 3,897,900 piastres equal to 57,321*l*.

Danubian Loan, 1864. Annuities at 7 per cent. interest, and 2 per cent. sinking fund, $\frac{1}{2}$ per cent. commission, and loss on exchange, 5,731,130 piastres, equal to 84,280*l*. This loan is to be liquidated in 22 $\frac{1}{2}$ years, from 1st January, 1865.

National Loan of 1866.—Capital 3,338,451 piastres; interest, 667,700 piastres; together, 4,006,151 piastres, equal to 58,914*l*.

Loan of 1866, (Oppenheim and Co.)—Interest, 2,404,990 francs, and sinking fund, 642,954 francs, with commission and expenses, 8,425,103 piastres, equal to 123,898*l*. This loan is to be liquidated in 23 years, from 1st October, 1866.

On account of supplies furnished foreign armies of occupation, 50,000 piastres, equal to 735*l*.

On account of interest on floating debt, which is principally met by interest charged to the farmers of the public dominions, when they are in arrears of rent, 500,000 piastres, equal to 7,353*l*.

Annuities on the contract for the construction of 22 iron bridges, 3,896,000 equal to 57,293*l*. These annuities extend over 16 years, from 1st February, 1865.

Bucharest, 15th February, 1867.

UNITED STATES.

BOSTON.

*Report by Mr. Consul Lousada on the Trade and Commerce of Boston,
for the Year 1866.*

My Lord,

I HAVE the honor to lay before your Lordships my report for the past year. I fear that it must necessarily be one of but little interest, as it has been unmarked by any striking incident. The Governor in his opening annual address had little to pass in review, except the calm records of prosperous institutions; never seriously disturbed in its internal workings by the civil war, the commonwealth has settled down upon its customary basis of good order and successful industry. Indeed, there are but two points which now exercise Boston, viz., the state of their harbour and the establishment of a line of steamers from hence to Europe. The former of these is one which admits of no delay, as, owing to various local causes, the roadstead is fast filling up, and unless energetic measures on a large scale are taken, it will be merely a question of time as to where large vessels will be unable to enter. The Board of Trade have passed urgent resolutions, calling on the United States Government to attend to this matter, and I presume it will be done. As regards the second point, the rapid advancement of the Western and North Western States in population and production, and the surplus products of that vast and fertile territory must continue to find markets in and through the cities upon the Atlantic coast. Boston feels it important to her interest to not only retain the business she now possesses in connection with this traffic, but that she should largely extend that business, and sees that neither of these results can be reasonably expected unless her facilities for the transportation of merchandise, both by land and sea, should be materially increased.

The municipality has discharged its whole duty in this respect, by the preparation of convenient streets and by the making such other provision for the transaction of business, and the protection of property as are of a public character. The construction of railroads and the building of steam-boats, and the operating them after they are constructed and built, must of course be left to private effort and direction. Various meetings of the principal merchants interested in the American Steamship Company, have been held, and two steamers are actually constructed and afloat; viz., the "Ontario" and the "Erie." and two others are ordered. To aid the movement, the western railroads have guaranteed that freight coming from any point in the west should be laid at Boston, *at the same rate as at New York*, as soon as the means should be afforded here for the exportation of produce to European markets, so that whenever sufficient vessels are on the line, it is confidently expected that a large portion of the western consignments will reach here, as it is 48 hours nearer Liverpool, and could be transported proportionably cheaper.

Domestic Produce.—I now give the review of the markets for 1866, as compared with 1865, placing the various items alphabetically. Turning, firstly, to domestic produce, I find the comparative value of some of the leading articles received to be,—

Articles.					1866.	1865.
					\$	\$
Cotton	..	..	..	..	32,000,000	40,000,000
Flour	..	..	..	..	21,000,000	15,000,000
Corn..	..	..	..	..	2,000,000	2,250,000
Oats..	..	..	..	..	850,000	1,250,000
Coal..	..	..	..	..	7,000,000	6,500,000
Hides	..	..	..	..	2,500,000	2,750,000
Leather	..	..	..	..	16,500,000	18,000,000
Provisions	..	..	..	..	7,000,000	8,500,000
Naval Stores	..	..	..	..	650,000	600,000
Butter and Cheese	..	..	..	..	4,500,000	6,000,000
Wool	..	..	..	..	25,000,000	28,000,000

Money.—During the first six months of the year good business paper went to 8 per cent. and 10 per cent., but since July there has been an easy market and abundance of currency, call loans ranging principally from 6 to 7 per cent.

Specie Exports.—The export of specie from Boston have been as follows:—In 1866, 4,073,231, against 1,410,534 dollars in 1865.

Ships.—The number of ships, barques, &c., have been—

					ENTERED.				
					Ships.	Barques.	Brigs.	Schooners.	Total.
1866	..	..	..	..	117	406	759	1,507	2,789
1865	..	..	..	..	86	360	711	1,982	3,139
					CLEARED.				
1866	..	..	..	..	100	401	744	1,627	2,872
1865	..	..	..	..	76	352	681	2,074	3,182

Showing a diminution of 300 vessels; 116 steamers have arrived during the year, and 113 have cleared.

Ashes.—The highest and lowest have been—

					Pots.		Pearls.	
					c.	c.	c.	c.
1866..	..	..	..	..	7½	to 11½	10½	to 16
1865..	..	..	..	..	7	„ 13½	7¾	„ 13½

The arrivals have been as follows:—In 1866, 3,875 casks, against 4,183 casks in 1865.

Coals.—The imports of the year show a falling off of 2406 tons from Great Britain, and 47,389 tons from Nova Scotia, and an increase of 137,399 tons from coastwise ports. Picton and Sydney coal brought, early in the year, 9 dollars and 9 dollars 50 cents per ton for the cargo, but in April, prices receded to 8 dollars and 7 dollars 50 cents, and since then have been uniform, at 8 dollars and 8 dollars 50 cents. English cannal has been sold from 17 dollars to 20 dollars per ton.

The imports have been—

				Foreign.	Domestic.
				\$	\$
1866..	..	..	..	155,380	676,376
8 65..	..	..	..	209,225	538,977

Cocoa.—The imports have been as follows :—In 1866, 12,980 bags, against 3,711 in 1865.

Copper.—The highest and lowest prices—

				Sheathing Copper.	Metal.	Ing. Copper.
				c. c.	c. c.	c. c.
1866..	..	..	..	40 to 55	30 to 40	26 to 42
1865..	..	..	..	45 „ 55	30 „ 50	28 „ 49

Coffee.—The highest and lowest prices—

				St. Domingo and Cape.		Java.	
				c.	c.	c.	c.
1866..	..	..	..	22½	to 28	35	to 42
1865..	..	..	..	28	„ 40	32	„ 50

IMPORTED.

						Bags.
1866	..	..	..	..	..	50,154
1865	..	..	..	..	..	26,194

EXPORTED.

				Foreign.	Coastwise.
				Bags.	Bags.
1866..	..	..	..	3,089	14,271
1865..	..	..	..	2,881	1,274

Cotton.—The market for cotton opened firm early in the year, with a good supply in the hands of manufacturers and speculators.

It was then very generally believed that supplies at the South would soon become exhausted, and prices advance materially in consequence. The receipts, however, at shipping points largely exceeded expectation, and instead of an advance there was a gradual decline from January to May; middling opening in January at 52 cents to 53½ cents, and before the close of April, declined 20 cents per lb., ruling at that time from 32 cents to 34 cents per lb., the lowest price of the year. Since April, prices have fluctuated, more or less, from week to week, but no very marked change has taken place, middling touching, in some instances, 40 cents to 42 cents per lb., but the sales for the past eight months have been principally in the range of 36 cents to 38 cents per lb., and for some weeks past from 33 cents to 35 cents for middling, uplands, and gulf, have been the current rates. Estimates of the amount to come forward cover about as wide a range as this time last year, but now rather form a short supply, prices in consequence are firm at the close of the year. The manufacturing business, however, which, at the opening of the year, was active and remunerative, is more or less depressed at the close, but it is believed that prices cannot go much below the present current rates, while many look as confidently for higher figures as they

did at this time last year. It is evident, that from the fluctuating currency and conflicting statements of the probable demand and supply, the future of the cotton market is quite uncertain. The highest and lowest prices obtained during the year for middling and gulf have been as follows:—

					Cents.
In 1866	..	..	..	..	32 to 53½
1865	..	..	..	..	40 „ 1·23
					Bales.
1866	..	..	..	..	225,609
1865	..	..	..	..	162,428

Exports to foreign ports have been as follows:—In 1866, 14,493 bales against 1,643 bales in 1865.

The stock on hand in 1866 was 225,609 bales, against 162,428 bales in 1865.

Domestics.—In 1866, 4,746 packages, value 670,285 dollars; against 344 packages, value 353,358 dollars, in 1865. They are as follows:—

				Packages.	Value.
					\$
To East Indies	..	..	..	1,284	223,538
„ Calcutta	..	..	..	275	41,750
„ Bombay	..	..	..	100	15,600
„ Hong Kong	..	..	..	170	25,713
„ Other Ports	..	..	..	..	363,684
Total 1866	..	..	..	..	670,285
„ 1865	..	..	..	..	53,354

Dyewood.—15,164 tons in 1866 against 12,934 tons in 1865. Prices—18 cents to 60 cents in 1866 against 17 cents to 30 cents in 1865.

Fish.

			No. 1.	No. 2.	No. 3.
			\$	\$	\$
Prices ..	..	..	16·50 to 26·00	14·00 to 18·00	11·00 to 15·00
„ 1865	..	..	12·50 „ 25·00	10·00 „ 17·00	7·00 „ 14·50

Imports of mackerel from the Provinces:—186,887 quintals, in 1866, against 234,073 quintals, in 1865.

Flour.—High and low prices of extra brands per bushel, have been, 8·25 dollars to 19·00 dollars, in 1866, against 6·25 dollars to 17·00 dollars in 1865.

The receipts of the year show an increase of 77,880 barrels; viz., 1,504,253, in 1866, against 1,426,373 in 1865. Exports to foreign ports 178,754 barrels.

Corn Meal.—Exports of corn meal in 1866 was 34,802 barrels, against 18,923 barrels in 1865.

Grain.—The prices of grain have been, in 1866, 80 cents to 1·40 cents per bushel, against 80 cents to 2 dollars 7 cents in 1865.

Gunny Cloth, chiefly from Calcutta, 20 to 37 cents in 1866, against 18½ to 30 cents in 1865.

Gunny Bags.—17½ to 32 cents, in 1866, against 26 to 40 cents in 1865,

Hay.—17·00 to 30·00 dollars per ton, in 1866, against 18·00 to 38·00 dollars per ton in 1865.

Hemp.—The large supply of American hemp held here for several years found a market the past year in an unexpected quarter, the entire stock, some 6000 bales, dressed and undressed, having been taken for the Louisville and St. Louis markets, in consequence of the great scarcity of hemp at the West, at prices ranging from 250 dollars to 260 dollars for undressed, thereby reversing the usual course of trade. The highest and lowest prices are :—

			Undressed.		Dressed.	
			\$	\$	\$	\$
1866	..	..	250	to 200	290	to 350
1865	..	..	175	„ 200	285	„ 340

Ice.—The clearances have been :—

						Tons.
To Hong Kong	..	..	..	..	..	3,661
„ Bombay	..	..	..	..	..	4,518
„ Batavia	..	..	..	..	..	5,837
„ Calcutta	..	..	..	..	..	8,673
„ Other Ports	..	..	..	..	..	102,062
Total, 1866						124,751
„ 1865						131,275

Indigo.

						Packages.
From Calcutta	..	..	..	..	..	649
„ Manilla	..	..	..	..	..	409
„ Other Places	..	..	..	..	..	302
Total, 1866						1,360
„ 1865						925

Iron.—The highest and lowest prices for pig iron, have been in 1866, 44.00 dollars to 57.30, against 43.00 dollars to 65.00 in 1865. Also imports from Great Britain, 867,582 tons (bars), in 1866, against 650 tons (bars) in 1865.

Lead.—Pig lead has been selling, during the year, from 6½ dollars to 7½ dollars gold. The highest and lowest prices have been, in 1866, 8.50 dollars to 11.00 dollars, against 9.50 dollars to 14.75 dollars. The imports have been as follows :—In 1866, 102,964 pigs, against 73,677 in 1865. The exports in 1866, were 2,433 pigs, against 689 pigs in 1865.

Boots and Shoes.—The value of goods taken from this market, during the year, cannot fall short of 40,000,000 dollars.

Petroleum.—The highest and lowest prices have been as follow :—

			Crude.		Refined.	
			cts.	cts.	cts.	cts.
1866..	..	..	23	to 40	49	to 85
1865..	..	..	34	„ 57	68	„ 105

The exports from Boston were 1,588,269 gallons. From the whole country, in 1866, 66,665,044 gallons, against 28,299,168 gallons in 1865.

Butter and Cheese.—The production of butter has largely exceeded last year, but the quantity has been inferior, in consequence of the predominance of course food.

The exports of butter and cheese, from the country, have been as follows :—

				Butter.	Cheese.
				lbs.	lbs.
1866	..	..	..	3,850,000	37,000,000
1865	..	..	..	11,600,000	40,000,000

Butter.—The highest and lowest prices have been as follows :—

				Good and Choice.	Common.
				cts. cts.	cts. cts.
1866	..	..	..	34 to 60	17 to 45
1865	..	..	..	28 „ 55	15 „ 50

Cheese.—Common and prime, in 1866, from 6 to 23 cents, against 6 to 24 cents in 1865.

Salt.—Prices during the year, from 3 dollars 60 cents to 4 dollars 37½ cents per hoghead

					Bushels.
Received from	England	..	..	..	343,659
„	„	British Provinces	..	..	5,412
„	„	„ East Indies	..	..	386
„	„	Other Ports	..	..	807,632
Total					1,157,089

Saltpetre.—From Calcutta, 38,957 bags, against 36,244 bags.

Linseed.—Prices in 1866, was 3 dollars 2½ cents to 4 dollars 35 cents, against 3 dollars 10 cents to 4 dollars 75 cents in 1865.

Whale Fishery.—With the end of the rebellion and of its incidental insecurity, this fishery revived, and, although, but few new whalers have been built, many vessels have been purchased and refitted. The net increase of the whaling fleet last year was 42 vessels. Only four have been lost at sea during the year, and but four condemned in part as unseaworthy. New Bedford is still the great whaling port ; Provincetown stands next in number of vessels. The whole number of whaling vessels of all kinds, in 1866, was 311 ; of these, 281 sailed from ports in Massachusetts, 206 of which were from New Bedford and neighbouring towns.

The sperm whale fishery will be more vigorously prosecuted the coming year, as, besides the Atlantic fleet, the number of vessels in the Indian Ocean will be 21 against 13 the past year, and in the Pacific, on the west coast of South America, Gallipagos Islands, &c., there will be 23 vessels against 7 the past year, and in the vicinity of New Zealand, 6 vessels against 3.

During the year, the exports to foreign countries have been 9,200 barrels sperm oil, 1,640 barrels whale oil, and 525,950 lbs. of whale-bone, against 20,558 barrels sperm oil, 1,660 barrels whale oil, and 202,100 lbs. of bone in 1865. To show how the exports have fallen off in the past few years, it will be only necessary to state that, in 1861, there were exported 37,547 barrels sperm oil, 40,960 barrels whale oil, and 1,145,013 lbs. bone ; in 1862, there were exported 27,976 barrels whale oil, and 1,004,981 lbs. of bone ; in 1863, there were exported 18,366 barrels sperm oil, 11,297 barrels whale oil, and 270,394 lbs. of bone ; and in 1864, there were exported 45,000 barrels sperm oil, 12,000 barrels whale oil, and 530 lbs. of bone.

Wool.—The imports of wool, in 1866, were 34,218 bales, against 21,001 bales in 1865.

Wine.—The imports from England were 21,603 gallons; British Provinces, 9,970 gallons; British Possessions in Africa, 41 gallons; other ports, 63,200 gallons. In 1866, 94,814 gallons, against 83,269 gallons in 1865.

Exchange.—The highest and lowest have been as follows:—In 1866, 1 dollar 34 cents to 1 dollar 69 cents, against 1 dollar 47 cents to 2 dollars 49½ cents in 1865.

Gold.—From 144 dollars 50 cents in January, to 125 dollars in March, and now pretty firm, at 135 dollars.

Coal.—I had already, in October, reported the effect on the coal trade, of the termination of the Reciprocity Treaty, and the figures therein given would only differ now by about 10,000 tons.

The aggregate from the British Provinces, footing less 355,000 used in the United States, sold at the shipping port at an average of 2.50 dollars gold, or 3.62 currency, which were re-sold at Boston at 7 dollars to 7.50 dollars; the freight (mainly in British vessels) ruling from 3.00 dollars to 3.62 dollars. The new duties, however, compelled manufacturers to look to domestic coal for a substitute, and the general result is a falling off for the year of 30 per cent. on the quantity imported from the British provinces; a decline in price at the shipping ports of 20 per cent., and a decline in freight of about 20 per cent. also.

The absence of a Consular Convention is still a source of much annoyance to both masters, seamen, and the consular officers. Many trifling differences, which could easily be arranged by the authority of the Consul, now affording an almost perpetual harvest for a shoal of small lawyers and runners, who libel vessels without any adequate cause, and compel them to their terms, to avoid the delay of a lawsuit.

Boston itself is increasing to a large and very handsome city; but the high prices render it a very costly and onerous residence. Even a very moderate house, if furnished, cannot be rented under 4,000 dollars and taxes; unfurnished, 2,500 dollars to 3,000 dollars; and, even at these prices, there are scarcely any in the market, so that persons of small means are necessarily driven to hotels, where 4 dollars to 5 dollars a-day are expected for accommodation, without any extras. Labour commands at least 2½ dollars a-day; skilled labour a very much higher rate; so that the money which would give a competence in Europe is absolutely here absorbed by necessities. The cessation of the war has not induced, as was expected, lower prices; but, in many articles, the contrary; and no relief can be looked for as long as there is such a large amount of currency in circulation.

In conclusion, it is but right to call attention to the very high financial credit this State so deservedly enjoys. Massachusetts "Sixes" command in the market a higher price than United States "Fifties," although the interest on both is equal; probably this arises not only from the regularity that has always marked her business transactions, but somewhat from her having been the only bright and honourable exception to the conduct pursued, I believe, by every Northern State, of availing themselves of the Act of Congress, authorising the issue of inconvertible paper and declaring it to be a legal tender, thus paying off their creditors in depreciable currency. In fact, so solid as a security are the "Massachusetts State Sixes," that they are always eagerly sought by families and trustees for permanent investment.

Massachusetts, January 24, 1867.

NORTH CAROLINA.

Report of Mr. Vice-Consul Walker on the Trade and Commerce of North Carolina.

Introduction.—Geographically, North Carolina is situated half-way between New York and the Gulf of Mexico, being included between the parallels of $34\frac{1}{2}$ degrees and $36\frac{1}{2}$ degrees. It extends from the Atlantic coast 500 miles westward, stretching more than 100 miles beyond the Blue Ridge Mountains, and containing an area of 50,000 square miles, having, therefore, the same extent as the State of New York. This territory divides itself naturally into three well-marked sections: on the west, the mountainous plateau, having an elevation of 2,500 feet above the sea, and being traversed by several chains of mountains, many of whose peaks attain an elevation of nearly 7,000 feet. On the east lies a low plain, nearly level, partly alluvial and partly sandy, extending about 150 miles from the coast; and between these two spreads the hill country, whose elevation rises gradually from 200 or 300 feet on the east, to 1,200 feet at the base of the mountains.

The eastern section is mostly covered with pines (*Pinus australis* and *P. taeda*), the middle and western with vast forests of oaks (of many species) interspersed with the poplar, hickory, walnut, maple, &c. Seven large rivers, with their numerous tributaries, traverse the State, furnishing unlimited water-power as they flow down from the mountains through the middle section; and as they move with a moderate current, across the champaign country, on the east, into the chain of sounds which skirt the coast, they furnish, with these, an aggregate of 900 miles of inland navigation, which might be doubled by carrying westward the system of slack water improvements already commenced. With these navigable waters is interlaced the railroad system of the State, amounting to 998 miles completed, and 400 more in progress, which, with about 350 miles of plankroads and turnpikes, brings the sea coast into ready communication with every part of the State.

The Soil is very various; alluvial and peaty accumulations abound near the coast and along the rivers, while in the middle and western regions the soil is mainly of granitic origin, and represents every grade of sandy or clayey loam of various fertility.

The Climate has also a wide range, being tempered on the seaboard to something like the mildness of that of the Gulf States, while in the mountain region it approaches the rigour of New York. In the middle section, which constitutes the larger part of the State, and represents the average climate, the mean annual temperature is 60 degrees (Fahrenheit)—the mean summer temperature, 75 degrees; mean winter, 43 degrees; extreme summer (diurnal), 89 degrees; average absolute minimum, 99 degrees; extreme winter (diurnal), 20 degrees; average absolute minimum, 12 degrees. The annual fall of rain is 45 inches. The number of cloudy days in the year is 130; rainy days, 60.

The Vegetable Productions are numerous. The most important are wheat, corn, oats, rye, potatoes, sweet potatoes, peas, rice, cotton, tobacco, turpentine, grapes, and fruit. Wheat and corn are produced with facility and abundance in all parts; rye, oats, and potatoes flourish in the middle and western regions; rice, sweet potatoes, and peas in the eastern; tobacco in the middle; cotton in the southern counties of the

middle, and in the eastern section ; turpentine and pine lumber are peculiar to the east. The fruits most extensively and largely cultivated are the apple, peach, pear, and cherry, represented by numerous varieties. No part of the continent is better adapted to these than the middle and western regions. The principal grasses are the orchard, herd's, timothy, and blue, to which must be added clover and lucerne. All these flourish in the middle and western regions, and some of them grow wild ; hence, stock raising is easy and profitable. The stock chiefly raised are horses, mules, cows, sheep, and hogs. The grapes usually cultivated, besides foreign varieties, are the Scuppernong, Catawba, Lincoln, and Isabella, all natives of the State, the first three being excellent wine grapes. The Scuppernong is peculiar to the eastern section. The following abstract from the United States Census Report for 1860 will best show the productions and capabilities of the State :—

	Annual Product.
Live Stock	3,326,000
Wheat bushels	4,700,000
Corn "	30,000,000
Oats "	2,800,000
Rye "	437,000
Peas "	1,900,000
Potatoes "	830,000
Sweet Potatoes "	6,140,000
Cotton lbs.	58,000,000
Tobacco "	32,900,000
Rice "	7,600,000
Wool "	883,000
Honey "	2,055,000
Turpentine barrels	1,000,000

The Manufactures are chiefly cotton, wool, spirits of turpentine, lumber, iron, and paper.

The amount invested in the manufacture of cotton is 2,250,000 dollars ; lumber, 1,000,000 dollars ; turpentine, 2,000,000 dollars ; iron, 500,000 dollars ; wool, 350,000 dollars.

Fisheries abound in the sounds and rivers of the eastern counties. The species of fish mostly taken are the herring, shad, blue fish, mullet, and rock. The number of barrels annually packed for market is about 100,000 on the waters of Albemarle Sound. Considerable quantities are packed at other points.

Minerals.—The most important of these are coal, iron, gold, copper, silver, lead, plumbago, limestone, marble, agolmatolite, soapstone, manganese, whetstones, grindstones, roofing slates, porcelain clay, and fire clay. The coal is bituminous, and exists in two beds, situated respectively 100 and 200 miles from the coast, on Cape Fear River and on Dan River. It is abundant, accessible, and of good quality. Iron ore, of excellent quality, abounds in all parts of the State ; the principal seat of its manufacture being on the Cape Fear, Catawba, and Yadkin rivers. Gold is found in almost all parts of the State, especially in the middle region ; the annual product for many years has been 250,000 dollars. Copper mines abound in the middle, northern, and western counties. Plumbago is found in great abundance near the capital, and again in the western region ; marble in the middle and western ; and marl everywhere in the eastern section.

A chain of silver and lead mines (containing gold also) traverses the central portion of the State.

The Population in 1860 was 992,622, of which one-third are coloured, 3,298 are of foreign birth. One-tenth of the population live in towns and cities,

Land.—According to the census of 1860, there were 6,500,000 acres of improved land, being about one-fifth of the area of the State. The price at which these lands are held ranges from about 3 dollars to 100 dollars per acre; the average would be about $7\frac{1}{2}$.

The late war has very materially interrupted the industry of the State, and the capital of all who invested in bank and many other joint stock companies has been nearly annihilated.

The new system of free labour has, of necessity, been (without experience or organisation on the part of employers) an experiment, upon the results of which data for future operations will be furnished.

As respects the labour performed by the freed class, reports are various. The majority would indicate that a good day's work is not obtained by the employer for a good day's wages; and also, that in many cases, little dependence can be placed in their adhering to a contract; and in most cases, where they have rented land, or worked "on shares," they have failed in fulfilling their engagements. In other respects, they have generally conducted themselves well under their newly-acquired privileges.

Agriculture.—Indian corn is the staple cereal of the State, and upon a good or bad harvest of this grain much of domestic prosperity depends. The north-eastern counties, in most seasons, supply other parts of the State, and send a considerable surplus to Baltimore and Norfolk. In the uplands, droughts of severity greatly curtailed the yield of the crops of 1865-66. During the former year and the spring and summer of 1866 large supplies of corn were brought from the ports of the Northern States, and from the same source supplies must be drawn during the spring and summer of 1867.

Rice.—Under the new system of free labour many believed that the cultivation of this cereal would be abandoned, because of the unhealthiness of the rice lands and the expected scarcity and unsteadiness of labour and labourers. The production has vastly decreased this year; but it appears probable that the cultivation will henceforth considerably increase, as the stimulus of high prices is beginning to be felt.

Tobacco.—The cultivation of this product is confined to the northern counties of the State which border on Virginia, and nearly all the tobacco grown in North Carolina finds a market or outlet in Norfolk, Petersburg, or Richmond. It cannot be said that Wilmington is a tobacco market.

Wheat.—This grain has been, during some years, produced in such abundance as to furnish nearly the domestic demand. The same cause that has so materially curtailed the corn crop the two years last past has, likewise, nearly ruined the wheat crop, viz., unseasonable drought. It may also be remarked that the culture of this cereal is very defective; but a change for the better has begun to take place, which, in due time, may eventuate in greatly increased production.

Cotton.—The State of North Carolina was scarcely reckoned in former years as a cotton-producing country. A large portion of North Carolina cotton finding an outlet from the southern counties *viz* Charleston, and much more through Norfolk in Virginia, it happened that but a comparatively small portion of the cotton of North Carolina was shipped through the ports of the State—Wilmington and Newberne.

On the further extension and completion of the Wilmington, Charlotte, and Rutherford Railway, the cotton of the southern counties of the State will be shipped at Wilmington.

The cotton crop maturing this fall will reach 100,000 to 150,000 bales—according to a high or low estimate; as a moderate estimate, 125,000 bales of 400 lbs. each may be mentioned. Consequently, there

will be only a moderate decrease in the production of cotton in North Carolina, compared with other States. For the future, it is expected, should the stimulus of high prices continue, that the cultivation of the plant will be extended throughout those districts suitable to its growth.

Merchants and manufacturers interested in cotton production estimate the entire crop of this season at at least 1,500,000 bales for the United States.

MINES AND MINING.

Gold.—The North Carolina gold belt, running north-east and south-west, parallel with the Alleghany range, is 140 miles across. Its eastern limit is the Portes gold mine, 50 miles north-east of Raleigh, which has yielded largely. It extends westward 400 miles, to Cherokee county. The south-eastern portion of the belt is a slate formation, probably 20 miles wide, adjoining the sandstone on the east, and the granite on its western border.

The gold veins, both in the slate and granite formation, vary in width, from a few inches to several feet. The veins seem to be more numerous in the counties of Mecklenburg and Cabarrus than perhaps any other, but they are numerous and rich in many counties.

A belt, extending 10 miles west of Charlotte, and 20 miles east of it, and running north-easterly, will embrace most of the valuable *vein* mines hitherto developed in the State. Many veins have been worked profitably down to the water level (say 60 feet), and have then been abandoned for want of steam-engines to raise the water. Gold Hill, however, has been worked to a depth of 700 feet, and has yielded two millions of dollars. The Capps Mine, near Charlotte, which is said to have yielded one and a half million, has been explored to a depth of 150 feet. The King's Mountain has also yielded over a million of dollars, and has been worked to about the same depth. Besides these, many other mines have paid well to the original owners, when economically worked.

Placer mines have been found all over this belt; but the richest and most extensive are in the counties of Burke, M'Dowell, and Rutherford.

Several experienced California miners, who have lately been in North Carolina, have expressed the opinion that, if the mines in this State were worked as those on the Pacific coast, they would prove equally remunerative.

The Wilkinson and Packs Hill in Burke, and the Struford Mine in Catawba county, are being furnished with extensive machinery by northern men; but it is too early to form an estimate of their production. Capital invested, 250,000 dollars.

Small parties of negroes and native whites have been seen in hundreds of places, washing the earth for the precious metal, for 35 years past. In their rude way, they make from 50 cents to 2 dollars per day. Much attention has of late been drawn to these mines by the reports of scientific men, and they all report most favourably of the mineral wealth of this section.

Iron.—There are rich and extensive deposits of valuable iron ore in so many localities that it is scarcely necessary to enumerate them.

There are many rude works in operation which have always proved profitable, even with their poor appliances.

The Cranberry, in Mitchell county, is one of the largest beds. It yields about 85 per cent. of pure metal, which, for all purposes for which iron is used, has been found superior to any in America. The farmer will give in value one-half more for this than for any other iron for his implements; the mechanic not unfrequently uses it instead of steel for edge tools; and the Governments of the Confederate and United States have each tested and confirmed its suitability for heavy guns. Its re-

note situation and difficulty of access have deterred capitalists from investing there, but the completion of railways will remove such impediments.

Iron ore is abundant also in Chatham county, of two descriptions, viz., the specular ore and the brown hermitite.

A quantity of charcoal pig iron was produced from the brown hermitite during the late war, amounting to 20,000 lbs. per diem. The specular ore was manufactured, during the war, to the extent of about 10,000 lbs. per diem; and proved to be equal, if not superior, to any iron made in the United States. The iron-works are now dormant.

Copper.—Copper ores are found usually in connection with the gold in various localities. The largest and most extensive vein of copper ore hitherto discovered is in Jackson county. The veins there are from 10 to 20 feet in width, and appear to be abundantly charged with rich ores of copper. These mines have not been worked. If there was a railway to reach that section (the Western North Carolina, now *under construction*, to the Tennessee line, is through that country), there is no doubt a great amount of copper would be realised from these mines.

The Gardner Hill, and perhaps another in Guilford county, are now being worked successfully by a party from Baltimore.

Silver and lead, barytes, manganese, and ether minerals of value, are found in limited quantities; and perhaps exploration would show them to be abundant.

Fine marble, both white and coloured, is found in several places; that of Catawba county is white, while Cherokee affords different varieties.

Labour, it is said, can be had in that part of the State at 33 cents (gold or silver), the labourer being found in food.

Coal.—A considerable bed of bituminous coal exists in Chatham county, which afforded, during the late war, about 50 tons per diem. At present (December, 1866) it is not worked. The property is chiefly owned by capitalists dwelling in the Northern States, who, it is supposed, await a more settled condition of political affairs.

FACTORIES AND OTHER INDUSTRIAL PURSUITS.

There are no people more easily stimulated by wages or profit than the labouring and manufacturing population of North Carolina. Their enterprise and perseverance in making cotton and woollen cloths for themselves and families, during the late war, are beyond praise. In many humble dwellings might be seen hand and loom-wrought goods which would attract notice in any market; and, in point of intelligence and quick apprehension, these people are behind none.

The want, hitherto, has been home capital sufficient to employ the thousands who at present are compelled to live, or barely subsist, upon a soil in many places poor, but always poorly cultivated. There is a general belief prevalent that North Carolina is to become a great manufacturing State; and this belief, of itself, will tend to make it so. There is no reason why it ought not also to predominate in agriculture. In the meantime wages are low, and labour for money wages is abundant. A rapid improvement is looked for, if only capital, foreign or domestic, be obtainable.

The following is a statement of the cotton and woollen mills in the State, and of the fabrics manufactured at them.

COTTON AND WOOLEN FACTORIES IN NORTH CAROLINA.

Name.	Where.	Spindles.	Looms.	Class of Fabric.	Production per diem.	Wages.
Orange Factory ..	Orange County ..	2,100	..	Cotton yarn, No. 5 to 25..	500 lbs.	40 cents currency.
Clover Orchard ..	Alamance County ..	500	10	Coarse yarn and heavy sheeting..	250 lbs.	40 "
Saxapahaw ..	" ..	1,056	20	" ..	500 lbs.	40 "
Thos. H. Holt's ..	" ..	1,300	..	Yarn, No. 5 to 25 ..	Not stated.	40 "
Big Falls Factory ..	" ..	600	..	" No. 5 to 12 ..	"	40 "
Edwin Holt's ..	" ..	1,300	30	Coarse yarn, sheetings, and plaids	"	40 "
Columbia Factory ..	Randolph County ..	1,056	25	Not stated ..	"	50 "
Island Ford Factory ..	" ..	528	..	Coarse yarn ..	"	50 "
Cedar Falls Factory ..	" ..	1,848	50	Sheetings, 3 yards to 1b..	"	50 "
Union Factory ..	" ..	1,300	25	Coarse yarn and sheetings ..	1,000 lbs.	50 "
James town Factory ..	Guildford County ..	1,644	..	Yarn, No. 6 to 12 ..	Not stated.	50 "
Concord Factory ..	Cabarrus County ..	2,800	52	Coarse yarn and sheetings ..	"	50 "
Tates' Factory ..	Mecklenburg ..	{ 3,254	51	not stated ..	"	40 "
Phifer's Factory ..	Lincolnton ..	782	20	Coarse yarn ..	..	40 "
Morehead's Factory ..	Leaksville ..	3,000	30	Coarse and fine yarn and sheeting	..	"
Lowell Factory ..	Johnston County ..	500	..	Yarn, No. 6 to 12 ..	..	"
Beaver Creek Factory ..	Fayetteville ..	3,500	50	$\frac{3}{4}$ sheeting, 4 yards to 1 lb.; 2,000 yards yarn, No. 6 to 14 ..	500 lbs. yarn.	"
Rock Island Woollen Factory	Charlotte ..	2,200	34	Satinet, &c. ..	600 yards. {	Women and boys, 50c. to \$1.
Salem Factory ..	Forsyth County ..	Not known.	..	" ..	..	Men, \$1 $\frac{1}{4}$ to \$3.

* Mule spindles.

PRODUCTS OF THE FOREST.

Turpentine, Crude.—Is the gum which exudes from the wounding or “chipping” of the pine tree. It is collected and put into barrels in the forests, and carted to the still.

On distillation, the spirits are put into 40 to 42 gallon casks, and the *residuum undis* tilled is rosin. Tar is produced by cutting down old turpentine trees, and sweating the tar from them in close kilns. A great many of the inhabitants of the Eastern counties are employed in the turpentine business.

In Wilmington, there are the following distilleries:—A. H. Van Bokkelen 7 stills, capacity, 400 to 500 barrels crude turpentine; J. R. Blossom and Evans, 4 stills, capacity, 200 barrels; Eagle Distillery, and three smaller distilleries. The products of these works, are spirits, turpentine, rosin, rosin oil, varnishes, &c.

Throughout the eastern part of the State there are many single stills *which are made to produce in the aggregate (with those in Wilmington)*, the amount of naval stores exported, coastwise and abroad, as per statement of exports.

Timber and Lumber, Pitch Pine.—Rafts of timber are floated down the Cape Fear River to Wilmington and are sawed there, thus being converted into lumber.

In Wilmington, there are three large steam saw mills for sawing the timber into *boards, planks, and scantling*; with a capacity of working to the extent of 30 millions feet per annum. Besides the Wilmington mills, there are numerous country establishments which this year have contributed much to the increased production of lumber, seeking shipment from this port.

The tables of export are referred to for value and quantity of this important article, of both domestic and foreign trade.

STATE DEBT.

The State of North Carolina has hitherto borne a very high reputation in finance. At present (December, 1866) it is acknowledged by all concerned in maintaining the public credit, that speedy legislation is necessary, to provide means for the payment of the interest on the State Debt. This will, no doubt, be accomplished by necessary taxation, which the Commonwealth is quite able to pay, if a short time is given for the energies of prostrated industry, to recover from the overthrow wrought during the late war.

The following list shows the present condition of the State as a debtor and creditor :—

DEBT OF THE STATE OF NORTH CAROLINA.

In State bonds principally, issued to the corporations named, as follows, from 1849 to 1866.

Interest 6 per cent.

	\$
To pay Debts of the State to Banks, &c.	13,000
Fayetteville and Western Plank Road	120,000
Gaston and Weldon Railway and Neuse and Tar River	67,000
North Carolina Railway	3,000,000
Fayetteville and Centre Plank Road	50,000
Fayetteville and Warsaw Plank Road	10,000
Tar River	15,000
Asylum for Insane	96,000
Atlantic and North Carolina Railway	1,466,500
Albemarle and Chesapeake Canals	350,000
Western Railway (Fayetteville)	400,000

DEBT of the State of North Carolina—*continued* :

Brought forward	5,587,500
To Western North Carolina Railway	1,248,000
Wilmington, Charlotte, and Rutherford Railway	1,480,000
For certain purposes	1,360,000
To Cape Fear and Deep River Navigation Company	331,500
Provide for funding State Debt, incurred under Acts prior to May 20, 1861	1,425,000
In favour of Catherine Kendall	1,000
	11,433,000
Estimated amount of Interest still unfunded up to and inclusive of 1st October, 1866	1,600,000
Total <i>ante</i> War and <i>post</i> War Debt	13,033,000

(The debts contracted by the State, during the late war, have been repudiated.)

RAILWAYS AND TELEGRAPHS.

	Miles.	
Wilmington and Weldon Railway	162	and Telegraph.
Branch from Do., at Rockymount	16	
Gaston and Weldon Do.—from Weldon to Raleigh	100	„
North Carolina Railway—Goldsbow to Charlotte	223	„
Atlantic and North Carolina—Goldsbow to Morehead City	90	„
Western Railway (Fayetteville)	40	„
Western North Carolina Railway—from Salisbury to Asheville, completed to Morganton	70	
Wilmington, Charlotte, and Rutherford Railway, not finished:—		
Completed on Wilmington side	107	
Completed on Charlotte side	35	
Wilmington and Manchester Railway—from Wilmington, N.C., to Kingsville, S.C.; 64 miles in North, and 107 in South Carolina	171	„
Charlotte and Columbia S.C. Railway, only 25 miles in North Carolina	110	„

BANKS AND BANKING.

The only banks that can do business under the order of things established since the war, are the institutions called *National Banks*.

A capital is raised by the public paying for stock subscribed. This amount is invested in United States bonds; and on the bonds being deposited with the Secretary of the Treasury, permission is granted to the bank to issue promissory notes (payable on demand) to the extent of 90 per centum of the amount of the United States bonds. These bank notes represent currency, or constitute the currency of the Union, along with Government issues.

The following are the National Banks in North Carolina :—

	Currency Capital.
	\$
National Bank of North Carolina, Raleigh	50,000
First National Bank of Charlotte	50,000
National Bank of Newberne	100,000
First National Bank of Wilmington.. ..	100,000
First National Bank of Salem	100,000

SAVANNAH.

Report by Mr. Consul Tasker Smith, on the Trade and Navigation of the Port of Savannah, for the Year 1866.

UPON instituting an examination into the extent and variety of the Trade and Navigation which were carried on at Savannah during the past twelve months, it is evident that progress has been made towards that point of commercial importance which, prior to the recent internecine conflict, this city enjoyed, as the principal port of the State of Georgia, and as one of the four great shipping places for the cotton and rice productions of the South.

It is not reasonable to institute any comparison of the activity of 1866 with that displayed in 1865, the first moiety of which was passed with the port closed to all foreign relations, when military occupation dominated in the State, and when no amalgamation had taken place between the white and coloured classes to work together again. It is better, perhaps, to judge the commerce of the past year in juxtaposition, wherever practicable, with such data as have been preserved, and refer to the period immediately preceding the war, when peace was flowing on in uninterrupted current, and when the resources of the State were in a high degree of development,

Such a comparison will aid in demonstrating how far from a position of total inactivity recovery has taken place towards former prosperity during the first clear twelvemonths of relegation to those agricultural pursuits which were so rudely interrupted by civil warfare.

With these preliminary observations, Her Majesty's-Consul has the honour to lay before Her Majesty's Government such information as he has collected.

I. NAVIGATION AND SHIPPING.

The stream between the City of Savannah and the mouth of the river continues to be in a state of partial obstruction, requiring very careful pilotage for the passage of vessels up and down. The proceedings for the removal of the impediments to the navigation are slow in operation, and the Federal Government not having taken the matter in hand, as was expected, the City Council is now conducting the enterprise.

Within the river, the beacons on Cockspur Island, the Oyster Beds, Fig Island, and the Bay Savannah, have been reinstated; but, unfortunately, the principal lighthouse—that at Fybee Island, the guide to the entrance to the river—has not yet been restored.

The rates of pilotage were increased by the local Commissioners on 7th February last, by the addition of 50 per cent. to the former tariff.

The following scale of fees is levied upon vessels lying alongside the wharves of the city:—

On vessels over 100 tons	..	employed	..	per day	..	\$0.75
"	"	idle	..	"	..	\$1.50
"	"	employed	..	"	..	\$0.50
"	"	idle	..	"	..	\$1.00

Savannah still remains without any facilities for the repair of shipping, there being neither docks, slips, nor heaving down apparatus.

In other days a dry dock existed, and a slip, which were destroyed during the war.

The Marine Hospital has been replaced upon a working footing ; and on the Consul's order, British seamen are admitted and tended for the daily charge of 1 dollar and 43 cents, which includes board, medicine, and medical attendance.

The following Table sets forth the general list of vessels which arrived and entered at this port during the past year :—

Steam-ships	313
Sailing vessels, viz.—	
Ships	38
Barques	69
Brigs	94
Schooners	510
Terns	20
Total	431

All the steam vessels were under the United States' flag, and belong exclusively to the coasting trade between Savannah and New York, Philadelphia, Boston, Charleston, and the coasts of Georgia and Florida.

The general list of sailing vessels is divided into the following proportions, under the national flags enumerated :—

Nationality.	Number of Vessels from Foreign Ports.	Number of Vessels from U.S. Ports.	Total.
British	48	11	59
United States	30	331	361
Bremen	1	..	1
Swedish	9	..	9
Russian	1	..	1
	89	342	431

Hereunder is set forth a Comparative Table of movements of British shipping at Savannah in the years 1860 and 1866 :—

	1860.	1866.	Decrease.
Number of vessels entered	88	59	29
Tonnage of ditto	50,525	35,775	14,450
Number of crews of ditto	1,370	913	457
Number of vesssels despatched	84	58	26
Tonnage of ditto	44,629	31,970	12,659
Number of crews of ditto	1,259	860	399

II. COMMERCE.

Imports.—Under the head of importations, it is to be noted that almost all agricultural and domestic implements, and wants of every description, have been supplied coastwise from the Northern States, and the activity of this portion of the commerce, which centralizes at Savannah, may be judged by the number of vessels (steam ships fully 150, besides over 300 sailing ships) which arrived during 1866 from northern ports, and which, as a rule, brought full cargoes of goods and provisions for the consumption of this city, and for the up-counties and towns of Georgia.

The principal imports which were brought from foreign countries in 1866, were as follows:—

	£
Salt, 25,605,098 lbs.	5,760
Coal, 3 732 tons.	2,235
Iron, 1,657,431 lbs.	2,478
Manufactured Iron	5,000
Bricks.	630
General Merchandise	23,622

The prices of the three articles (salt, coal, and iron) averaged, duty paid, during the first half of the year—salt, 1 dollar 75 cents per bag (10 bags to the ton); coal, 10 dollars per ton; iron, 51 dollars per ton. And at the close of the year the same description of goods realised—salt, 2 dollars 50 cents to 3 dollars per bag; coal, 11 dollars per ton; iron, 55 dollars per ton.

A statement, comparing the values of importations in British bottoms during 1860, with those in 1866, is hereto annexed:—

	1860.	1866.	Decrease.
	£	£	£
Approximate Values of Importations } in British Vessels }	40,759	35,230	5,529

Exports.—Cotton and timber continued to be the principal exports. Rice was cultivated to a small extent, but has not figured as an article for shipment.

With respect to the supply of cotton for exportation, the Table below demonstrates the quantities which reached this port during the respective years 1860 and 1866:—

	1860.	1866.	Decrease.
	Bales.	Bales.	Bales.
Approximate quantity of Cotton received at Savannah January 1 to December 31 }	540,000	273,000	267,000

This shows a decrease of 267,000 bales; but it is to be borne in mind that the crop of 1860 was the largest ever known to have been made in Georgia, amounting over the whole State to 750,000 bales, the ordinary crop usually going not far beyond 400,000 bales.

There exist several reasons why the amount received during the year 1866 should show a marked decrease in comparison with even ordinary crops, although the high prices which ruled the market stimulated every man who could by possibility raise cotton to try his fortune. In the first place, the very unsettled position of the labour market at the commencement of the year prevented matters from being placed upon a firm basis; and many planters, after preparing their land and sowing seed, found that their field hands deserted them at critical times, and that their labour was doomed to be fruitless. In the second place, some planters found that the inferior seed which they sowed at the beginning of 1866 failed to spring up or “stand,” thus necessitating a second or renewed application of seed, the plants from which, owing to the lateness of the season when it was placed in the ground, became eventually seriously affected before reaching maturity, by the long drought which prevailed.

These causes operated injuriously upon the quantity raised, and its

quality, as a whole, was affected by the inability of the planting interests to purchase new gear for cleansing the staple; their old machinery, furbished and mended up, could not give so good a result as new gins would have procured; and thus the cotton has been below average, so far as is known, in both its mass and its condition.

The most trustworthy estimate which has been put forth, places the number of bales of the Georgia crop of 1866-7 at 200,000, which is about one-half of the usual production of the State.

In the course of the year, sundry steam saw-mills have been erected about the city, and fifteen are now at work preparing lumber; but, as may naturally be anticipated, the timber exports from Savannah have fallen short of the amount sent away in years before the war.

This market is indirectly subjected to fluctuations, caused by transatlantic influences, and it has in some degree been depressed by the stagnation of ship-building in European ports. Another cause which has produced an adverse effect on the timber trade here is, that when the Southern ports were under blockade, the classification given to vessels built in part of yellow pitch or Georgia pine, was extended to ships in the construction of which entered Canadian red pine, a wood inferior to the yellow description, and costing much less. This classification still remains in force, thus compelling shippers hence to compete with the lower class of timber, and contracting their operations.

The West India trade too has been dull; but when crippled resources, uncertainty of labour, and the causes before noticed, are taken into consideration, the trade may be deemed to have exhibited a fair share of recuperative activity.

Appended is a Table showing the amounts of cotton and timber exported in the course of the past year, with the general destinations of the exportations, and their values; and further, a comparison of the approximate values which were sent away in British vessels in the years 1860 and 1866:—

TABLE of Exportations, 1866.

				Quantity.	Value.
Cotton—					£
To Great Britain	..	Bales.	162,000	3,145,800	
To United States ports ..	..	..	181,000	3,513,530	
Timber—					
To Great Britain	..	Feet.	7,604,000*	17,380	
To Spain and West Indies ..	..	..	9,079,000*	26,940	
To United States ports ..	..	..	6,000,000*	17,145	
Total	..	..		6,719,165	

COMPARATIVE STATEMENT of Exportations in British Vessels in the Years 1860 and 1866.

	1860.	1866.	Increase.
	£	£	£
Approximate value of exportations ..	859,836	2,103,560	1,243,714

Banks.—At the beginning of the past year, one bank only, the Savannah National Bank, was in operation at Savannah. In the month of January, however, a second, the Central Railroad Bank, which had been in abeyance for some time, recommenced business upon deposits, and

* Board measure.

in the course of the year a third bank, the Merchants' National Bank, was opened. These three now form the aggregate of the banking establishments in this city.

The directors discounted a very limited quantity of paper, and the difficulties in obtaining accommodation were so great, that money became of vast value, and beyond the legal interest of 7 per cent. per annum, bonuses varying from 20 to 30 per cent. for the year were freely offered to private capitalists for advances on mortgages of real estate.

In order to contrast the banking establishments of the past year with those which flourished before the war, a statement is appended, showing the total amounts of capital in 1860 and in 1866 :—

1860.							£
Bank of the State of Georgia	..	..	..	..	..	..	300,000
Marine Bank of Georgia	..	..	..	..	..	..	200,000
Central Railroad Bank	..	..	..	..	..	..	60,000
Planters Bank	..	..	..	..	..	..	95,000
Bank of Savannah	..	..	..	..	..	..	100,000
Merchants and Planters Bank	..	..	..	..	..	..	105,000
Farmers and Mechanics Bank	..	..	..	..	..	..	50,000
Bank of Commerce	..	..	..	..	..	..	100,000
Total	..	..	..	..	..	..	1,010,000
1866.							£
Central Railroad Bank (working on individual deposits)	..	..	..	..	..	..	65,000
Merchants National Bank	..	..	..	..	..	..	70,000
Savannah National Bank	..	..	..	..	..	..	15,000
							£150,000
Capital in 1860	..	..	..	..	..	..	1,010,000
„ 1866	..	..	..	..	..	..	150,000
Decrease in 1866	..	..	..	..	..	..	860,000

Railroads.—Two termini of the railways which intersect Georgia are situated at Savannah. These railroads brought in cotton and other products, and disseminated through the country the goods which arrived from the North, a large amount of traffic having thus been carried on.

The lines which start from Savannah are the Central Railroad and the Atlantic and Gulf Railroad. The former connects the seaboard with the middle and west counties of Georgia, and forms a portion of a network, which embraces the cities of Northern and Western States of the Union; the Gulf and Atlantic Railroad runs to the southward, reaching Florida.

The number of miles of the Central Railroad in operation during 1866 was 272, and the net profits 103,100, a result which the directors reported to be “as favourable as could reasonably have been expected under the circumstances.” The Central Company employed 537 passenger and freight cars, and 49 locomotives; their staff numbered some 1,500 hands.

The Atlantic and Gulf Road is 248 miles long, including branches, employed 24 locomotives, and about 250 men. The traffic is understood to have been remunerative, but no information beyond this has yet been made public.

Telegraphs.—Telegraphic communication is complete with the North and West, and telegrams have been sent to and from England by way of New York, and thence to the Atlantic cable; daily news, too, from Europe, New York, Washington, New Orleans, and other points reaches the city press and the public here through the wires.

GENERAL REMARKS.

It is worth while to cast a retrospective glance at the period to which this Report refers. At the commencement, disorder in the settlement of many grave political and social questions cast a baneful shadow over the trading prospects of this place. Commercial men operated vaguely, not knowing the ground they stood upon. Planters were as uncertain as they well could be of the extent of labour which they could insure, the capital which they could borrow, and, consequently, the amount of produce which they might raise. Money was commanding fabulous rates, and banking accommodation was limited in the extremest sense of the word.

In the middle of the year, commerce here sympathised with the depression, arising from European politics and the sad state of monetary matters in England.

At the close of the year, orders for spinners, manufacturers, and shipbuilders were tardy to arrive, owing to an excess of caution, produced by the over-speculation of the season of 1865-6.

These discouragements were in a measure counterbalanced by the augmented remuneration which cotton was giving to its possessors, for them the one bright spot was the high price which the staple commanded in Europe and New York, and the consequent certainty that every pound which had been hoarded, collected, and hidden in the State could be turned to good account.

Besides this, planters had every reason to believe that when the crop of season 1866-7 was gathered in, it too—however deficient in quantity and quality—could be disposed of at rates far beyond what were ruling before the war; and, thus, a powerful stimulant was applied to restore agricultural and commercial energy; the result having, it is believed, agreeably disappointed those who considered that the labour question presented so choice an appearance as by itself to mar all chances of success.

For the future, there seems no reason to doubt that the trade in cotton and timber from Savannah will advance and assume important proportions, as it appears evident that, when properly managed, all the materials for prosperity, and for a commerce pregnant with vitality, lie at the doors of the inhabitants of this city, the first port of the State of Georgia.

Savannah, January 10, 1867.

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BRAZIL.

BAHIA.

Report by Mr. Acting Consul J. C. Morgan on the Trade of the Port of Bahia for the Year 1866.

THE geological construction of the province of Bahia has not yet been treated of in the commercial reports from this consulate. The inaccuracy of all published maps increases the difficulty of presenting full data on so important a matter, inasmuch as the limits of this province lying beyond the River St. Francisco are but little known; but the geology of the important valley of that river, which in its greatest navigable extension belongs to this province, has been detailed in Halfeldt's survey of that river (published at Rio de Janeiro), and is the only reliable guide from which any information can be obtained on so interesting a subject.

The physical features of the province of Bahia, viz., of that portion of the province cut off by the River St. Francisco, and to which the following observations will mainly refer, although there can be no doubt of the continuance of the same physical features to the N. and S.

Those physical features may be described as a series of terraces formed by the dislocation and esphearl of the sedimentary rocks which form the surface, and lie on primitive formations of the debris of which they are apparently composed. These are mostly gneissose, but vary in different localities, in some being granitic, and in most traversed by dykes of greenstone, agatized silica, and massy and hyaline quartz. The usual strike is E. and N., the dip W. and N., say E.N.E., W.S.W.

Of these dislocations four at least are recognized as traversing the province through its length, and probably extend much further N. and S.

Between each is an irregular range of hills, indicating the axis of esphearl and where the primitive rocks are often exposed to, say, a height of more than 200 feet.

The opposite faces and the valleys usually present a superficial deposit of red clay, often combined with partially water-worn fragments of primitive rock, and not unfrequently of great thickness (say 50 feet), which opinion having been confirmed by Professor Agassiz justifies the denomination of intervening drift. It is a debris of the primitive rocks, or of the sandstones, limestones, and conglomerates resulting from them.

All the sands in the province, and the surface of the table lands is usually sand, are highly quartzose (say 75 per cent. quartz).

Speaking generally, a vertical section of the strata superincumbent on the primitive rocks would present shales interstratified with sand and limestones with conglomerates overlying them, but in some cases these conglomerates are wanting, and in others, as at Cabrito, near this city they seem to have suffered special dislocation and esphearl.

At the diamond districts the nearest of these terraces to the River St. Francisco, the conglomerates and (?) sandstones have been metamorphosed. There may be some connection between this and the presence of diamonds in that locality; for there is no doubt the diamond is produced in the portions of the series immediately underlying the conglomerates. The grunas, or caverns, in holes in the floors of which many diamonds are found are formed by the action of water on the softer rocks below the

conglomerates, the holes referred to being formed by the same remains, and crystals of magnetic pyrites which are considered sure indications of the presence of diamonds in the cascalho, or gravel, deposited either in the beds of streams and rivers, or in the more ancient aqueous deposits under the superficial drift are found in situ in the quartzite below the conglomerate.

The cascalho from different diamond districts of Brazil has been analyzed and compared by Mr. A. Damon. It will be found on comparing his analyses to differ considerably in different localities, as indeed do the diamonds found, and which are easily distinguished by dealers.

A more minute inquiry into the geology of those districts than has yet been made might probably result in interesting and important facts relating to that precious crystal.

The table lands have been already described as having for the most part a surface of sand, but low-detached hills with a surface of coarse sandstone and loose gravel are common.

In some places extensive surfaces of rock (gneissose) are exposed, and enormous masses of primitive rock evidently laid bare by the action of water-rise as if from the surface of the ocean.

These are found principally to the south of the River Paragassú about the centre of the second table; but one isolated mass on the other side rises like a gigantic monolith (say 200 feet) far out of sight of any other.

In this zone quartz appears to be most highly developed. In the chapada, or diamond district, conglomerate, and about the reconcave or Bay of All Saints sandstone; while a limestone range forms the east limit of the valleys of the sources of the Paragassú.

The most important mineral deposits of this province, after the diamonds, are those of gold, bitumen, and nitre.

Of the latter the deposits in the interior, especially along the banks of the St. Francisco are immense, of which samples were forwarded to the Foreign Office in 1858 by Mr. Consul Morgan.

Gold is widely distributed, being indeed most probably present throughout the drift. It is found in the department of Rio de Contas, on the diamond washings, as well as in situ in the quartz of the Serra de Assurua, and has been found in several other quartz formations in districts on the road to the diamond mines. But the excitement and profits of the diamond washings have drawn away the attention of the natives from gold workings.

The bituminous deposits occupy a basin, or basins, to the south of the Bay of All Saints.

The basin of Camamú, where alone they have been examined, may be roughly estimated as presenting an area of 30 miles by 10. They are of two qualities, pure bitumen (viscous) and turba.

The former is found interstratified with sand and gravel underlying a thick strata of limestone, and may be estimated at 35 feet in thickness.

The latter of which English chemists have given very opposite analyses is from its incompactness unfit to be used as fuel, but is of much value for the purpose of producing gas for illumination.

Neither are utilized. Besides these may be mentioned the argillaceous deposits connected with the drift, in which are found porcelain, potters' brick, and fire clay in abundance.

Limestones for calcining, and building marble, on the Rio de Contas; and gypsum on the River St. Francisco, are found in the series. The limestones are usually harder and more regularly bedded than the sandstones, which often pass into indurated sands of various colours, white, spotted, and striated.

Amethyst and rock chrystal are very common, as are oxides of manganese.

Ores of copper, similar to those of Ceará have been found in the Serro da Sande near Jacobina, Vetha. This mountain probably extends to the province of Ceará.

Silver has been found both near the River Una, a confluent of the Paragassú, near Andarahy, in the diamond district, and in the Serra of Assuruá.

Iron is abundant; found in massive rocks, giving 95 per cent. pure ore, and also in the form of aerolites or detached masses.

Saline, Sulphuric, and Thermal springs are found; the most remarkable of the latter being in the vicinity of the town of Itaparica.

Large deposits of *fossil bones* have been found, but, so far as is known, have never been examined or described.

The two principal ones are on the River St. Francisco, near a place called Porto da Fotha, about eight leagues to the west of Valença. A few fossils have been found in the sandstone, limestone, and conglomerates near the city of Bahia, but it is presumed not sufficient to indicate with any certainty the age of those deposits.

Trade of Bahia.

During the past year, 1866, in consequence of the struggle maintained by Brazil against Paraguay, requiring a much more vigorous prosecution, a further extensive drain of labour necessarily occurred (and is still going on throughout the Empire), by the withdrawal of large numbers of men devoted to agriculture and industrial pursuits, to be transformed into soldiers; and it would appear that in a new and sparsely populated country, like Brazil, this would considerably enhance the already existing inconvenience felt from want of labour.

The province of Bahia alone, since the declaration of the present war, partially owing to the popularity of the war, has furnished a contingent of about 11,000 volunteers and national guards, exclusive of its quota of forced recruits for the regular army and navy of the country.

But, notwithstanding this circumstance, and other drawbacks noticed in the present report, the import and export trade of Bahia for the past year may be pronounced favourable, and the results proved highly satisfactory, as compared with the two preceding years of 1864 and 1865, which will be seen on reference to the ensuing lists or tables.

Imports.

Importation of foreign, especially English, goods during the year 1866, was on a free scale; and, owing principally to the increased production of cotton, consumption seems to have kept an equal pace with supplies.

And yet this department of trade must beyond all doubt have severely suffered from the appalling monetary and financial crisis witnessed in England in May last, as from the recent war in Germany, and the consequent depreciation of the products of this province.

During the early months of that year business was active and prices remunerative; but from May till about August consumption was on a smaller scale, and the market being heavily supplied a great fall in values took place.

For the ensuing three months, owing to the steadier and improved tone of markets abroad, and influenced considerably by the expectation of heavy crops of cotton, a very large business was transacted in goods at fair results to importers; the year, however, closing with abated animation, prices tending downward, and large stocks in first hands.

It is worthy of remark that the principal consumers are from the cotton and from the diamond districts, the sugar and tobacco departments having taken their supplies on a smaller scale, whilst it would appear that every additional bale of cotton grown stimulates a corresponding increase of consumption of manufactured goods in the respective locality.

TABLE of the Total Value of Imports into the Port of Bahia.

1864.

Whence.					Value.	
					Rs.	Mrs.
Great Britain and Possessions	..	..	..	..	8,225,576	8743
France and Possessions	..	..	..	..	2,838,005	534
Hanseatic Cities	..	..	..	..	790,936	639
Portugal and Possessions	..	..	..	..	1,209,037	936
Spain and Possessions	..	..	..	..	300,668	623
Austrian States	..	..	..	..	232,475	200
Argentine and Uruguay Republics	..	..	..	..	971,302	123
Italy..	..	..	..	..	112,766	400
United States	..	..	..	..	401,267	951
Belgium	..	..	..	..	91,168	493
Holland	..	..	..	..	87,864	476
Sweden and Norway	..	..	..	..	11,174	833
Africa	..	..	..	..	269,624	263
Brazilian Ports, foreign goods sent coast- wise	..	..	..	..	561,003	154
Total	..	..	Rs.		16,102,871	368

1865.

Whence.					Value.	
					Rs.	Mrs.
Great Britain and Possessions	..	..	..	..	8,446,189	598
France and Possessions	..	..	..	..	3,209,787	657
Hanseatic Cities	..	..	..	..	938,643	124
Portugal and Possessions	..	..	..	..	1,157,777	096
Spain and Possessions	..	..	..	..	245,884	523
Austrian States	..	..	..	..	237,341	353
Argentine and Uruguay Republics	..	..	..	..	1,422,726	150
Italy..	..	..	..	..	190,142	309
United States	..	..	..	..	267,781	315
Belgium	..	..	..	..	94,490	575
Holland	..	..	..	..	10,753	029
Sweden and Norway	..	..	..	..	10,812	716
Africa	..	..	..	..	217,478	467
Brazilian Ports, foreign goods sent coast- wise	..	..	..	..	443,429	807
Total	..	..	Rs.		16,893,237	719

1866.

Whence.					Value.	
					Rs.	Mrs.
Great Britain and Possessions	..	..	..	..	9,150,958	682
France and Possessions	..	..	..	..	3,158,821	030
Hanseatic Cities	..	..	..	..	983,682	978
Portugal and Possessions	..	..	..	..	1,102,257	351
Spain and Possessions	..	..	..	..	132,925	420
Austrian States	..	..	..	..	304,892	573
Argentine and Uruguay Republics	..	..	..	..	1,695,750	096
Italy..	..	..	..	..	46,481	840
United States	..	..	..	..	462,476	620
Belgium	..	..	..	..	68,894	447
Holland	..	..	..	..	9,879	533
Sweden and Norway	..	..	..	..	7,578	099
Africa	..	..	..	..	169,004	489
Brazilian Ports, foreign goods sent coast- wise	..	..	..	..	243,323	841
Chile	..	..	..	..	61,764	200
Peru..	..	..	..	..	250	000
Total	..	..	Rs.		17,598,941	199
Total value in sterling at average exchange, 25 $\frac{3}{4}$ d. £					1,888,219	14s. 8d.
British Imports in sterling ditto ditto £					981,821	12 2

Exchange has been very fluctuating throughout the year, with a generally downward tendency. From its highest point in the month of May, when the average was 27 $\frac{1}{4}$ d. it reached its lowest in August 23rd; and closed in December at the average of 24 $\frac{1}{2}$ d. The average rate throughout the year is 25 $\frac{3}{4}$ d. per 1,000 reals, same as the previous year 1865.

Freights have very closely followed the course of Exchange; the highest average rate was in March, being 51s. 3d. per ton; the lowest in July, 23s. 3d.; and the closing rates in December, 35s. per ton, giving an average rate for the year of 38s. 8d. per ton.

Navigation.

The nationality, number, crew, and tonnage of shipping arriving and departing at this port were as follows:—

1864.

Nationality.	Arrivals.			Departures.		
	Nos.	Crew.	Tonnage.	Nos.	Crew.	Tonnage.
British	145	4,716	87,608	163	4,903	91,515
Brazilian (long voyages) ..	14	142	3,279	21	265	5,970
Ditto (coasters)	793	9,173	114,531	799	8,836	122,197
Portuguese	64	764	15,262	68	1,240	19,244
United States	6	94	4,286	6	113	5,197
Swede and Norwegian	21	217	4,319	26	268	8,696
Danish	16	134	2,274	16	126	2,981
Hanseatic	33	367	9,043	30	333	10,677
Dutch	13	112	2,973	13	122	3,571
French	36	2,737	30,962	39	2,512	33,747
Spanish	22	293	3,396	25	284	5,283
Italian	10	98	1,499	14	147	3,108
Austrian	3	31	799	4	143	1,378
Belgian	..	..	..	..	..	..
Hanoverian	13	104	2,191	10	86	2,388
Prussian	2	22	536	2	22	765
Oldenburgh	12	90	2,226	12	93	3,020
Mecklenburgh	4	38	785	4	40	770
Argentine	1	9	219	2	19	507
Uruguayan	..	..	..	..	..	..
Russian	4	42	1,052	5	49	1,780
Totals	1,212	19,183	287,240	1,259	19,601	322,794

1865.

Nationality.	Arrivals.			Departures.		
	Nos.	Crew.	Tonnage.	Nos.	Crew.	Tonnage.
British	218	6,750	127,741	218	6,560	139,936
Brazilian (long voyages) ..	15	194	4,110	13	153	3,599
Ditto (coasters)	1,609	17,395	183,454	1,588	17,283	184,172
Portuguese	47	691	12,591	55	664	16,423
United States	10	461	11,910	7	372	8,829
Swede and Norwegian	20	232	6,196	18	206	7,165
Danish	16	126	2,449	14	111	2,847
Hanseatic	15	269	6,739	27	319	11,808
Dutch	17	139	3,023	18	139	3,840
French	46	2,654	31,604	40	2,688	34,041
Spanish	21	241	3,335	16	181	3,188
Italian	7	66	1,255	9	101	2,387
Austrian	7	66	1,709	7	74	1,730
Belgian	2	20	637	2	19	667
Hanoverian	11	83	1,686	13	103	2,768
Prussian	6	55	1,326	5	39	1,600
Oldenburgh	16	136	3,292	15	120	3,950
Argentine	4	43	831	3	30	740
Uruguayan	..	..	..	..	..	..
Russian	1	17	600	..	..	..
Schleswig-Holstein	1	8	212	1	8	212
Totals	2,099	29,646	404,697	2,069	29,170	429,902

1866.

Nationality.	Arrivals.			Departures.		
	Nos.	Crew.	Tonnage.	Nos.	Crew.	Tonnage.
British ..	228	6,686	132,991	207	6,075	125,402
Brazilian (long voyages) ..	22	279	5,324	16	204	4,302
Ditto (coasters) ..	1,721	12,796	162,296	1,644	10,848	140,551
Portuguese ..	67	757	13,939	60	661	13,400
United States ..	25	1,611	49,504	25	1,553	48,014
Swede and Norwegian ..	31	337	8,441	25	276	8,964
Danish ..	5	48	1,201	6	54	1,884
Hanseatic ..	35	375	9,362	38	405	12,279
Dutch ..	19	144	3,564	19	147	3,731
French ..	44	2,925	35,579	42	2,807	36,044
Spanish ..	19	224	3,499	21	248	4,766
Italian ..	15	159	2,622	12	138	2,705
Austrian ..	17	156	3,918	15	137	4,356
Belgian ..	..	..	..	..	..	..
Hanoverian ..	18	134	2,917	16	117	3,929
Prussian ..	15	145	3,469	16	142	4,161
Oldenburgh ..	24	199	4,918	29	248	7,863
Mecklenburgh ..	2	21	756	2	18	581
Argentine ..	2	16	240	3	33	762
Holstein ..	2	12	194	..	..	..
Russian ..	3	32	823	3	33	823
Totals ..	2,314	27,056	445,557	2,199	24,144	423,617

EXPORTS.

TOTAL official value of Exports classified according to the countries to which they were directed for the following years, viz. :—

1864.

Where to.			Value in Currency.	
			Rs.	Mrs.
Great Britain and Possessions ..	..	..	7,911,457	8223
France ..	..	..	1,418,216	622
Hanseatic Cities ..	..	..	543,378	546
Portugal and Possessions ..	..	..	1,006,493	274
Spain ..	..	..	476,723	159
States of the Plata (River Plate) ..	..	..	312,322	747
Italy ..	..	..	129,875	710
United States ..	..	..	707,870	488
Holland ..	..	..	41,332	348
Sweden and Norway ..	..	..	19,117	975
Africa ..	..	..	491,368	056
Total ..	..	Rs.	13,058,166	148

1865.

Where to.						Value in Currency.	
						Rs.	Mrs.
Great Britain and Possessions	..	..				8,349,377	8999
France	..	..	..	..	..	1,610,083	260
Hanseatic Cities	..	..	..	..	..	1,054,259	468
Portugal and Possessions	..	..	..	..	..	1,365,832	190
Spain	..	..	..	..	..	136,302	814
River Plate	..	..	..	..	..	616,038	099
Italy..	..	..	..	..	..	106,575	204
United States	..	..	..	..	..	227,205	952
Holland	..	..	..	..	..	73,428	828
Sweden and Norway	..	..	..	..	..	86,567	249
Africa	..	..	..	..	..	305,449	949
Peru..	..	..	..	..	..	152,800	794
Total	..	..	Rs.			14,083,921	806

1866.

Where to.						Value in Currency.	
						Rs.	Mrs.
Great Britain and Possessions	..	..				11,085,092	072
France	..	..	..	..	..	2,548,689	513
Hanseatic Cities	..	..	..	..	..	2,442,676	633
Portugal and Possessions	..	..	..	..	..	806,890	709
Spain	..	..	..	..	..	95,577	992
River Plate	..	..	..	..	..	573,895	297
Italy..	..	..	..	..	..	144,049	553
United States	..	..	..	..	..	545,684	650
Austria	..	..	..	..	..	65,590	000
Holland	..	..	..	..	..	31,131	362
Sweden and Norway	..	..	..	..	..	488,921	074
Africa	..	..	..	..	..	419,742	045
Total	..	..	Rs.			19,247,940	900
Or at average exchange of 25½d. ..						£	2,065,143 13s. 2d.
To Great Britain , ditto ditto ..						£	1,188,801 11 0

Notwithstanding the year 1866 having witnessed, generally speaking, a gradual decline of the prices of almost all kinds of produce of this province, in consequence of the unfavourable state of European markets for some time, and heavy losses having necessarily been sustained, yet the result of that year's export trade contrasts advantageously with that of 1864 and 1865, as shown by the above statements.

Sugar.—It is worthy of remark that this article being almost entirely the product of slave labour, does not appear to have suffered from the complete abolition and cessation of the slave traffic, seeing that last year's exports amount to fully 48,000 tons, whilst the average of the preceding 25 years was only about 41,000 tons. Of the amount exported about 36,000 tons went to Great Britain or a channel port for orders; 1,200 tons direct to France; 2,700 tons to Sweden; 2,700 to Portugal; 3,000 to the United States, and the remainder to the River Plate, Holland, Germany, and Spain.

The proportion of the different qualities of sugar produced has considerably altered of late: planters have found out that it is not worth their while to make the better qualities, the difference in price not paying for the trouble and delay, and now, but seldom, take the pains of claying their sugar. In consequence of this less than one-fourth of the whole crop now consists of whites, about one-fourth of clayed browns, and above one-half is raw sugar.

Prices, which in January were 2,700 dollars per arroba (32 lbs.) for white, 2,250 dollars for so-called clayed (a great portion being nothing but good raw sugar), and 1,800 dollars per arroba for raw, gradually receded throughout the year, and finally closed in December at 2,250 dollars; 1,850 dollars and 1,450 dollars respectively; the average prices of the year being 2,500 dollars, 1,850 dollars, and 1,550 dollars per arroba.

Cotton.—The production of this article has considerably increased. From 21,000 bales exported in 1865, it reached the sum of 47,900 in 1866; the average exportation during the preceding 20 years being 9,200 bales per annum.

There exist at present four cotton factories in this province, consuming the greater portion of Bahia cottons. They manufacture only twist and a coarse kind of cotton cloth, suitable for bagging, and clothing of slaves; a differential duty, which was formerly paid on produce exported in foreign bagging to protect the factories of the country, has been abolished for some time past, and is now only imposed on the value of the bag, which is only a trifle, and not worth consideration.

Of the 47,900 bales exported, 40,500 went to Great Britain, 5,200 to France, 1,600 to Spain, and 600 to Germany.

The value of the article, which in January was 18,000 dollars per arroba (32 lbs.), gradually receded to 14,000 dollars in July, rose again to 17,000 dollars in September, and closed in December at the monthly average of 14,500 dollars. The average price during the whole year is 15,850 dollars per arroba.

Coffee.—Last year's crop was considerably below that of 1865, being 69,200 bags only against 99,700 bags, but still it was above an average one; the last 20 years, from 1846 to 1865, only giving an average of 43,200 bags.

Its value has been less affected than the articles already treated of, the price throughout the year having ruled from 5,250 dollars to 5,600 dollars per arroba, the average price being 5,400 dollars per arroba. This does not include *washed* coffee, which only comes to market in very small quantities, and is mostly shipped to France.

Of the 69,200 bags exported, 13,700 bags were shipped to the Channel for orders and Great Britain; 33,000 to France; 4,800 to Germany; 2,700 to Portugal, partly Lisbon for orders; 9,400 to Gibraltar for orders; 4,300 to Genoa; and 1,200 bags to the United States.

The Bahia bag of coffee only contains 4 arrobas (or 128 lbs.), instead of 5 arrobas, as at Rio de Janeiro.

Cocoa.—The favourable prices obtained for this article during part of the year have called more attention to it, and considerable new plantations have been effected, but it will take some years before any returns can be expected.

The exports amounted to 14,100 bags, against a 20 years' average of 7,500 bags.

Prices from 3 milreis 250 reis in January, gradually improved; and closed in December at 5 milreis 300 reis per arroba (32 lbs.), giving an average for the year of 4 milreis 200 reis per arroba.

The principal market for this produce is France, which, out of the

14,100 bags exported, took 9,900; 2,100 having gone to Great Britain, 600 to Germany, and 1,200 to Portugal; the remainder, in insignificant quantities, to divers countries.

Hides.—The production of this article is on the decrease, being only 72,000 last year against 90,800 in 1865, and 109,000 average exportation during the 20 years from 1846 to 1865.

Prices have been steady throughout the year, ruling with but trifling and momentary alteration, 175 reis per arroba for dry, and 140 reis per arroba for drysalted.

Of the quantity exported about one-half, or a little more, are *drysalted*, weighing from 25 to 30 lbs.; and one-half *dry*, from 18 to 20 lbs. each.

Rum is likewise decreasing in amount of production, easily accounted for by the fact noticed under article Sugar, that planters now send this article to market without being clayed, thus neglecting the fabrication of molasses, from which rum is manufactured.

Prices have also been steady, ruling almost throughout the year at 64 milreis per pipe.

Exportation consisted of 5,274 pipes, of which 2,391 went to the River Plate, and the remainder to Africa; the average exportation during the last 20 years was 7,500 pipes.

Tobacco.—The importance of this article is yearly increasing; but the past year's result has been unsatisfactory to exporters; prices opened in the beginning of the year at 3 milreis 700 reis in January (average of the month) and receded to 2 milreis 900 reis per arroba in August, September, and October; and 2 milreis 850 reis in November; and unfortunately to said exporters the heaviest shipments of this product were made in the first half of the year; in December the price rallied slightly, and averaged 3 milreis 100 reis per arroba, giving a total average for the year of 3 milreis 150 reis per arroba of 32 lbs.

Exports, in 1866, consisted of 504 rolls, 40,077 mangotes, and 108,977 bales, against the average exportation during the preceding 20 years of 1,500 rolls, 43,300 mangotes, and 57,300 bales.

Of the above quantity 356 rolls, 4,396 mangotes, 36,889 bales went to Great Britain and Channel, mostly "in transitu" for the continent; 1,380 mangotes, and 69,122 bales to Germany; and 34,241 mangotes to Africa, the remainder in small quantities to different countries.

Piassava.—According to the official tables of exportation the number of bundles shipped from this port has apparently decreased, being only 483,716 last year, against 635,852 in 1865, and 484,000 bundles average exportation during the 20 years intervening from 1846 to 1865. Latterly, however, a new system has been adopted; the article being shipped, after having been cleaned, a process whereby the quantity or bulk is naturally much reduced, the freight payable upon it is comparatively less, and its value in European markets proportionally greater.

Its value has not varied much during the year, but there is a great difference in value of the various sorts, prices having ruled from 10 milreis to 16 milreis per hundred bundles.

To Great Britain alone 280,000 bundles were sent during the past year; Portugal received about 48,000, and the remainder was mostly shipped as dunnage to various countries.

Rosewood (Jacarandá).—Continual losses sustained by the exporters of this article have caused a considerable diminution in shipments; the number of logs exported last year only amounting to 9,800 against 22,000 in 1865, and 19,000 logs yearly average during the last 20 years.

Prices ruled from 800 reis to 1 milreis 200 reis per arroba (of 32 lbs.), according to quality; our principal customer is the United States, which

took 3,000 logs; France receiving 2,200, Germany 1,200, Spain 1,250, and Genoa 580 logs.

Diamond.—The exports in diamonds for last year, as shown by official returns, amounted to 4,672 *oitavas*, valued at 250,000*l.* sterling, to which may safely be added more than double the quantity sent away clandestinely.

Tapioca and Cigars.—The trade of these articles offers no notable features worthy of remark.

Miscellaneous.—Our monetary state is unsatisfactory; the Brazil, as well as the other banks of issue, having, by permission of the Government, ceased to pay in gold, our paper currency is depreciated; and we have again relapsed to the old system of inconvertible Government and other notes, the issue of which, as far at least as the Government is concerned, is almost unlimited.

Our discount establishments, of which exist six in this city, have partially lost the confidence of the commercial community, owing to heavy losses on bills recklessly discounted, which figure in their balance sheets, and the shares without exception are at a discount of from 10 to 30 per cent.

The *Banco da Bahia* is the only one of these establishments which enjoys the privilege of issue, but its notes are now only convertible into inconvertible Government paper; its shares which from 40 to 45 per cent. premium some years ago, had gradually receded to par, are now at a discount of 10 to 12 per cent., owing to a recent robbery of its coffers of nearly 30,000*l.*, the manner and the perpetrator of which remain a mystery.

Notwithstanding all this, there is a superfluity of money in the market, and discounts which in former years regularly ruled from 10 per cent. to 12 per cent. per annum are now reduced to 7, 6, and even 5 per cent. This may be partially accounted for by a different system lately adopted by the dealers in produce, who formerly used to allow their stocks to accumulate in the public deposits, raising money upon them and paying interest, in hopes of ultimately obtaining more remunerative prices; but who, having found out their mistake at their own cost, now mostly sell as the produce comes to market, thus causing a most important falling off in the demand for money.

The greater caution now exercised by the banks as to the paper they discount, has also, to a great extent, caused money to accumulate in their safes, and it is more than likely that some of the said banks will shortly have to wind up their affairs for want of customers, as there will be but one alternative, either to allow their funds to remain idle, or to discount on doubtful security.

Bahia, February 13, 1867.

FIJI AND TONGA ISLANDS.

Report by Mr. Consul Henry M. Jones on the Trade of the Fiji and Tonga Islands during the Year 1866.

FIJI ISLANDS.

Shipping.—The following statement of the tonnage and shipping employed in the trade with Fiji during 1866, shows a slight increase on that of the preceding year.

	1865.	1866.
Entered Aggregate Tonnage	3,326	4,024
Number of Ships employed—		
British	23	27
Foreign (Hamburgh).. ..	8	8

Exports.—Quantity and value of Exports during 1866, compared with the two preceding years.

Articles.	1864.		1865.		1866.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Cotton .. cwts.	650	3,000	2,400	9,200	5,880	19,800
Cocoa-nut Oil .. tons	600	13,200	500	11,000	459	9,000
Cocoa-nut Fibre .. cwts.	1,600	2,150	1,000	1,500	..	..
Beche de Mer .. piculs	350	960	500	1,200	300	600
Tortoise Shell.. lbs.	500	250	750	375	2,000	1,000
Wool lbs.	6,100	240	10,120	400	8,396	320
Provisions .. fruit	..	..	..	500	..	250
Total Value .. £	..	19,800	..	24,176	..	30,970

Imports.—The quantity of imports cannot be accurately ascertained on account of the irregular nature of the Island trade. The following is an approximate estimate of their value during 1866:—

	£
Manchester Goods	10,000
Ironmongery, Cutlery	7,000
Wine, Beer, Spirits	3,000
Ship Chandlery	1,500
Groceries, Provisions	2,000
Wearing Apparel	500
Tobacco	500
Machinery, Agricultural Implements	700
	<u>£25,200</u>

At the commencement of the present year the prospects of the white settlers in Fiji seemed most favourable. The success which had attended the cultivation of cotton, the introduction of foreign labour, and the arrival of additional settlers with capital, induced us to form most sanguine hopes of the rapid advancement of Fiji.

On the 8th of January, however, a violent hurricane passed between the two larger islands of Fiji, lasting for sixteen hours, and severely injuring the district in its course. The effects were confined within a space of sixty miles in breadth, outside of which no traces of its passage appeared. The cotton planter had hardly repaired the damages which their property had sustained from this visitation, when a second storm burst over the entire group, committing still greater devastation. The cocoa-nut and bread-fruit trees especially suffered, two-thirds of the cotton-plants were twisted out of the ground, and the most advanced plantations on the banks of the rivers were inundated and swept away. The yam and taro crops were destroyed, and many flourishing coffee plantations buried in the silt brought down by the floods. Such violent cyclones, it is well to know, are rare in Fiji, and one of equal force has not been felt here for twenty years. The cotton-planters, men of small means, who had invested all in their plantations, were reduced to great distress; but seeing the necessity of rapid exertion to repair the evil, they began their labours anew, clearing the land and planting the seed afresh. A long drought, which generally in these latitudes follows such violent storms, has however somewhat checked the growth of the plant. Had this year been as favourable as the preceding one, there was reason to expect that the exports from Fiji would have been four times the quantity of last year; but the destruction of the nut-trees and cotton crops, and likewise the loss of many of the small craft which carry on the island trade, gave a severe check to the progress and industry of the country, which it will take some time to recover from.

The advent of fresh settlers has however done much in inspiring those whose resolution sunk with their fortunes. There are likewise less difficulties than heretofore attending the sale of lands; and the great obstacle to progress—want of labour in sufficient quantity—is being gradually overcome by the introduction of natives from the surrounding islands.

With increased capital has come a more careful system of cultivation, the introduction of a better description of food for the labourers, and likewise the assistance of steam power in ginning, cleaning, and pressing the cotton. The Brazilian seed has been superseded by the Sea Island and Egyptian, as these are found to produce more rapidly and more profitably.

Cotton.—The Sea Island being a low growing plant, the crop is readily picked by women and children; the trees are planted 1,000 to the acre, occupying each a space of 6 feet 6 inches square; each tree produces on an average one pound of clean cotton annually. A native labourer can attend to three acres, and his wages, with the cost of his food, &c., amount to about 6*l.* sterling per annum.

The high price which cotton fetches at present cannot be considered a fair estimate for the future; but judging from the current prices before the war in the United States, the profits to the planter from Sea Island cotton cannot fall below 40*l.*, and from Egyptian 25*l.* the acre.

Coffee.—The floods in the rivers destroyed many of the coffee plantations in Fiji, as few were over two years' growth. This mischief is soon remedied. Coffee planters from Ceylon, who have visited these islands during the present year, speak in high terms of the capabilities of Fiji and Tonga as coffee producing countries. For the present, however, cotton—"the poor man's crop"—which yields a return in four months from the sowing, engages all the attention of our settlers; and although many, foreseeing the great advantages to be derived, have also turned their attention to coffee, which gives no crop before the third year, it has not yet received the consideration which its importance merits.

Immigration.—The fertility of the soil in Fiji, and the general salubrity of the climate, continue to attract many settlers from the Australian and New Zealand colonies. Many are accompanied by their wives and families, and there is every reason to believe that they will occupy without opposition the lands which they have purchased.

The white population in Fiji at the present time amounts to about 400 souls, 31 of whom are women, and 53 children under twelve years of age.

The prosperity of this country is secured whenever the cotton yield is sufficiently great to warrant a direct trade with Europe; which point we may arrive at, at the present rate of increase, in about two years time. The exports at present all go to Sydney, paying freight of 70s. the ton; and the high additional charges for brokerage, wharfage, storage, &c., shear away at least 30 per cent. of the planter's profits. The poverty of the settlers has hitherto placed them at the mercy of the Sydney traders, forcing them to depend on the latter for the trade goods necessary for carrying on their work, and also to sell their produce at the price which their creditors choose to offer.

Auckland, in New Zealand, is naturally the *dépôt* for the South Sea Island trade. It is one-third of the distance nearer to Fiji than Sydney is, and the prevailing winds are fair both for going and returning. Merchandise from Europe can be landed there at the same prices, and in about the same time as at Sydney, and the return voyage is much shorter; in addition to which the mail by the new route of Panama will give the latest quotations of the English markets, and allow the island traders to make their arrangements accordingly. It is much to be hoped that during the coming year the merchants of Auckland will endeavour to secure for their port the increasing trade of the South Sea Islands.

The want of roads has not as yet made itself felt in Fiji. The settlers find good land in sufficient quantity on the sea coast or the banks of navigable streams; and the great number of these latter have materially assisted in developing the resources and increasing the trade of the country. As the islands are for the most part of volcanic formation, intersected in all directions by irregular mountain masses, the expense attending road-making could hardly have been brought within the means at the disposal of the inhabitants. Fortunately the rivers of Fiji will suffice for all purposes of trade and internal communication for some years to come.

The interior of Fiji is now sufficiently well known, many parties having crossed the land during the last two years. The south-eastern third of the island is thickly timbered, very fertile, and from its exposure to the trade-winds, subject to continual rains. This district is bounded by the crests of the highest mountains in the interior—about 5,000 feet high—wooded to the summits on the windward slopes. Outside this district the country is composed of clay hills covered with coarse reeds and lemon-grass, with occasional patches of the ironwood. As there are no forests to retain the soil in its place, the heavy tropical rains have washed it into the valleys, cutting deep fissures in the marly clay, and rendering these mountain districts to the north-west useless except as grazing grounds for cattle. The valleys are, however, exceedingly fertile, and the finest samples of tobacco and sugar found in Fiji are produced there.

The population is very scanty in the interior of Fiji, but traces of ruined villages and abandoned cultivation everywhere abound. There can be little doubt that this desolation is entirely due to the ferocious character of their tribal wars, in which the victors were satisfied with nothing short of the complete extermination of their vanquished foes.

As yet there is no inducement for the traders to increase their intercourse with the interior of Fiji; the natives possess nothing of commercial value. No oil is made there, as cocoa-nut trees are only found fringing the coast. Cotton planting has not yet occupied their attention. Cattle may in course of time prove profitable, as large herds could be pastured on the grassy hills to the west. Few, however, of the white settlers are inclined to embark in any untried speculation, more especially while cotton-planting proves so profitable, requires so small an outlay, and is attended with comparatively so little risk.

It is much to be regretted that no form of civilised government as yet exists in Fiji, every attempt to introduce such having hitherto failed through the indifference of the people, and the faithlessness of the chiefs. No improvement in this respect can be hoped for during the lifetime of the present rulers, who, although professing Christianity, adopt nothing from the whites but their vices. As the settlers are now making every exertion to extend the cultivation of cotton, it is earnestly to be hoped that this increasing industry may not be checked, and the country retained in barbarism by wanton opposition on the part of the native chiefs.

Whenever the foreign community increases sufficiently in wealth and numbers, its influence will undoubtedly be felt in the general management of the country. Until this takes place, they must be dependant for protection on the representatives of their respective governments, assisted by the ships of war which from time to time visit these islands.

TONGA ISLANDS.

THE kingdom of Tonga is situated about 250 miles to the windward of Fiji, and is composed of some 60 islands, forming the three groups of Tonga. Haabai and Vavau, running in a direction south-east and north-west, and distant from one another about one day's sail, the number of inhabitants is 16,000, and the area of the three groups about 650 square miles.

The trade is confined to Sydney and Samoa, the same vessels are employed as last year, and their aggregate tonnage amounts to:—British, 2,200; foreign (German), 166.

The exports of Tonga consist almost entirely of cocoa-nut oil, of which the following is the return for the past year:—

ESTIMATED exports of the Friendly Islands, 1866.

						Tons.	Galls.
Exported by the Tongan Government	..	..	..	..	..	308	144
„ by the Wesleyan Mission	..	..	..	..	..	90	..
„ by Private Traders	..	..	..	..	..	306	..
Total Tons..	..	..	..	..	..	704	144
At £21 per ton equal						£14,796	
Provisions, Coffee, Cotton, &c.						1,230	
Total value of Exports						£16,026	

The manufacture of the oil is carried on in the rudest manner, the nut is scraped and placed, mixed with a little sea water, in hollow logs, to putrefy. The oil disengages itself, and is collected at the bottom of the trough. In the year 1850, an enterprising Ceylon house set up a steam oil mill in the Haabai group, but through the fault of the agent, and the irregular system adopted, it failed to answer the expectations formed, and caused its projectors to lose 15,000*l*.

King George of Tonga has endeavoured, both by precept and example, to induce his people to pay attention to the cultivation of coffee, which is found to flourish luxuriantly throughout the Friendly Islands. A Tongan law compels every householder to possess twenty coffee trees, and some good has been effected by this regulation, as 30 tons of coffee were gathered during the past year; much of this, however, lost its value from the careless manner in which it was picked and dried. An order was also given by the king, forcing each adult to plant 200 cotton trees; but such is the indolence and indifference of the people, that the greater part of the crop was suffered to run to waste on the plant; and it required a second order, on the part of the king, to induce the natives to gather it, which was done in so slovenly a manner that it remains unsaleable to the present time.

The king, in endeavouring to force his people along the path of progress, receives little assistance from those in authority under him. Every innovation is regarded with dislike or indifference, the history of Tongan progress hitherto has been the life of the king: whatever has been done for the advancement of the country has been done by him, unaided, except by the advice of the resident Wesleyan missionaries. He is now an old man, upwards of seventy years of age, but he still possesses more sagacity, energy, and liberality than any man in his dominion.

Three years ago a law was passed by the Tongan Government, that the poll tax of 16*s*. paid hitherto in cash should, for the future, be paid in oil at the current price of one shilling per gallon; by this step, the Tongan Government increased their revenue 30 per cent., but the resident traders were left without any occupation while this measure was in force. The people also found it oppressive, as much time and oil was wasted in carrying the latter to the district collector, and waiting until these chose to measure the oil and give a receipt to the bearers. Many of the districts did not contain sufficient cocoa-nuts for the oil required, and the inhabitants were forced to go elsewhere to seek the means of paying their taxes. These circumstances induced King George to repeal the oil tax and levy it in money as formerly, the traders agreeing to purchase the oil from the natives, at the rate of five shillings for four gallons. They likewise undertake the risk and expense of collecting it from the villagers, and this, together with the cost of casks, 4*l*. the tun of five, materially lessens their profits; the present price of oil delivered on the beach is 21*l*. per tun.

Tonga was formerly governed by a number of chiefs, who owned the land and the people on it. One of the first acts of King George on consolidating his authority, was to emancipate the people and make all lands the property of the state. A poll tax of four dollars is levied on all males over sixteen years. From this revenue the dispossessed chiefs receive an annual stipend in addition to a small quit rent from their former vassals. Each Tongan family can obtain at a nominal rent as much land as they choose to cultivate, estimated at about 25 acres. The present quantity of food produced in Tonga is, however, much less than before the emancipation, and this may be accounted for—in addition to the love of indolence, common to all emancipated slaves—by the inconvenient and irregular manner in which the lands have been apportioned,

the people are forced to remain in their old tribal villages, while their farms are many miles distant. These are neglected altogether, or only attended to once a week, the proprietor contenting himself with raising a bare sufficiency for himself and family, trusting that his neighbours will share with him their superabundance. Very fair roads have been made throughout the islands, as they are all, with the exception of Vavau, perfectly level and free from stone, the only labour required, is clearing away the forest and brushwood ; but as yet no wheeled vehicles are in use, except by the white traders, the toil of carrying such bulky articles as Yams, or taro, under a tropical sun for several miles, is sufficiently severe to exhaust the energies of even a stronger frame than the Polynesian.

Until the Friendly Islands can be brought into more immediate contact with civilisation they must continue in their present improgressive state. The territory being small, land is not allowed to be sold to foreigners, a prudent regulation, although it has given great offence to the whites ; the king was willing to lease land at nominal rents, and some Europeans succeeded in securing farms on easy terms. Unfortunately for the interest of the others, King George found himself so wearied with the constant and unreasonable demands of those to whom he had leased these lands, that he is now disinclined to extend the privilege to others.

The fertility of Tonga is such, that a very small portion of land suffices for the support of each household ; large tracts lie neglected and abandoned, which, under the present regulations, must continue unoccupied. Native labour is obtained with difficulty, even at the high rate of 2s. per diem. Here, as in Fiji, it will be necessary to import labour, which, at the present time, is not encouraged by the Tongan Government.

The complete security of life and property in Tonga, the good police regulations, and the existence of fair roads in the islands, would attract from the Australian colonies many men (of a class superior to the usual run of island settlers), who would hesitate to trust their families or property in the comparatively lawless district of Fiji, and, whenever the Tongan Government proves more liberal in granting leases to foreigners, and encouraging the importation of labour, either from China or the Western Islands, there is reason to hope that the influx of capital and population, will rouse again the dormant energies of the Tonguese, and force them to continue the work of progress, which they entered on thirty years ago.

Port Levuka, Fiji, December 31, 1866.

FRANCE.

HAVRE.

Report by Mr. Consul Bernal on the Navigation and Trade of Havre for the Year 1866.

THE consular district of Havre comprises the departments of the Lower Seine and Calvados. In its jurisdiction are the ports of Havre and Harfleur, the Vice-Consulate of Rouen and the port of Quillebœuf, the Vice-Consulate of Dieppe with the ports of En, Tréport, and St. Valerie en Caux, and the Consular Agency of Fécamp, in the first; and the Vice-Consulate of Honfleur with the ports of Trouville and Touques, and the Vice-Consulate of Caen with the ports of Oyestreham, Isigny, and Port en Bessin, in the last-named department. The port of Pontandemer, although situated in the department of the Eure, is by courtesy included in this consular district, and comes under the Vice-Consulate of Honfleur.

As may be supposed, a very large British trade is carried on with the various ports of this Consulate, and the number of British ships and seamen employed is very considerable, and likely to increase, owing to the abolition of the tonnage dues.

The cargoes brought by them consist of coals, cotton, iron, copper, machinery, lead, petroleum, coffee, cement, and general manufactures.

The exports to Great Britain comprise silks and ribbons, woollens millinery, haberdashery, wine, cattle, poultry, butter, eggs, &c.

Table of number of British vessels which entered the port of Havre during the years 1866, 1865, 1864.

Years.				Number of Vessels.	Tonnage.	Number of Crews.
1866	..	..	..	1,175	378,940	18,935
1865	..	..	..	1,024	287,700	14,859
1864	..	..	..	1,106	305,154	15,364

Of the above, 628 were steamers, with an aggregate of 280,681 tons. Of these 280 were passenger steamers, but likewise carrying large amounts of freight. 500 vessels, of 132,460 tons burthen, brought cargoes of coal.

The port of Havre comprises an outer harbour, where only the various passenger steamers are allowed to lie, and seven docks, communicating with the former by tidal gates. The depth of water in the outer harbour is 30 feet 10 inches at spring, and 25 feet 4 inches at neap tides. The various tidal gates vary both in width and depth of water, the largest (the Transatlantic) having a uniform width of about 99 feet, with a depth of 34 feet 9 inches at spring, and 29 feet 3 inches at neap tides; and the smallest (Notre Dame) 52 feet wide at the top and 9 feet 9 inches at the bottom, with a depth of 21 feet 9 inches at spring and 16 feet 3 inches at neap tides. The ground formerly occupied by the citadel is being converted into two floating docks, with a careening and three graving docks, and a berth to receive the large transatlantic steamers

arriving too late after high water to enter their own dock. The clearing away of the foundations of the tower of Francois 1st are nearly completed, and the entrance is so much improved but its narrowness and the strong current which is always running, make it a very difficult matter for vessels of great length to make a safe entrance. A project, however, exists for removing altogether the south quay of the outer harbour, which, when carried out, will, in a great measure, remove the above difficulty. The expense of this improvement alone prevents its immediate execution.

Although the depth of water in the outer harbour is as above stated, the depth at the entrance of the port is only 25 feet 8 inches at spring, and 20 feet 2 inches at neap tides.

The abolition of the tonnage duties levied by the French Government is a great boon to foreign shipping, but there still remains the local dues which belong to the town. These dues were authorised to be levied from the 1st January, 1855, until such a time as a loan of 8,000,000 francs, raised by the town of Havre for the improvement of its harbour and docks, should be reimbursed. It was supposed this would take 16 years, or until 1871, but even then it is most probable that some portion, if not all of them, will be reimposed. The amount paid by British vessels is as follows:—

		frs.	cts.
British Vessels coming from British Possessions	} per ton	0	80
in Europe with coal		1	10
Ditto, with other cargoes		0	75
Ditto, from other ports, in ballast, and going away laden		2	25
Ditto from other ports with cargo			

The great stringency of the port regulations regarding lights and fires on board the vessels lying in the docks is a source of bitter and well-founded complaint on the part of masters of sailing vessels. By these regulations all lights and fires on board ship are strictly prohibited. It is true that exceptional cases are spoken of, where special permission, under certain conditions, can be given, but the officers of the port are not inclined to take the responsibility of granting these permissions upon themselves, and thus the "exceptions" remain a dead letter. All cooking has to be done on shore, and small sailing vessels arriving saturated with water, and the clothes of their crews wringing wet, have no place where the latter can dry their things. It is not to be wondered at that the men should leave their cold, damp, unhealthy vessels, and spend their time in low drinking shops, to the profit of the crimps who keep them. This is a frightful source of drunkenness and demoralisation among the British seamen and, I am sorry to say, some of the masters frequenting this port, and must greatly tend to disgust men with a service where they meet with such discomforts. From all I can learn, the opposition to a change in the regulations comes from the Chamber of Commerce of Havre, who picture to themselves dangers which have not been found to exist in our docks in England, where more liberal regulations are in force. Even here steamers are allowed to have fires on board by paying for a watchman; and at Dieppe, on payment of 10 francs, a vessel can likewise have a fire between certain hours during all the period of her stay in port.

The following Table shows the entry and clearance of vessels at Havre during 1865-66 :

			1865.			1866.		
			Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
French ..	{ arrived		800	249,181	14,726	859	294,135	15,906
	{ cleared		727	228,994	14,186	782	272,187	15,025
British ..	{ arrived		1,024	287,700	14,859	1,175	378,940	18,935
	{ cleared		1,024	287,944	14,889	1,184	380,715	19,006
All other Foreign ..	{ arrived		519	116,004	6,309	573	172,111	12,690
	{ cleared		435	99,394	5,159	511	155,611	7,791
Coasting ..	{ arrived		3,272	255,837	20,546	3,129	249,230	19,646
	{ cleared		3,313	274,345	21,213	3,227	274,918	20,549

Vessels built at Havre :—

			1865.		1866.	
			Number.	Tons.	Number.	Tons.
Launched			2	230	7	993

The following Table shows the average rates of freight during the past year :

Place.	Steamers.	Sailing Vessels.
	Frs.	Frs.
London	20 and 15 per cent.	11 per ton.
Liverpool	20 to 25 " 15 "	13 " "
Hamburgh	62 " 25 "	45 " "
Rotterdam	10 to 25 " 15 "	.. ..
Martinique and Guadeloupe .. ..	.. ..	20 to 25 and 10 per cent.
Reunion and Mauritius .. ..	.. ..	35 to 40 do. (cubic metre).
Hayti .. ..	.. ..	40 to 50 per ton.
New York	50 to 125 and 10 per cent.	10 to 25 " "
Brazil .. ..	.. ..	45 and 10 per cent. (cubic metre).
Buenos Ayres .. ..	.. ..	45 " " "
Pacific .. ..	.. ..	52 " " "

VICE-CONSULATE OF DIEPPE.

Table of British vessels that entered Dieppe in 1866 :

			Vessels.	Tons.	Crew.
Entered			715	157,451	6,994
Cleared			692	153,334	6,844

This return shows an increase of 79 vessels and 39,756 registered tons over 1865.

The imports consist of coals, iron, cement, bitumen, cotton, machinery, manufactured goods, and, at the latter end of the year, wheat, oats, and oil-seed.

The principal exports were, at the beginning of the year, flour, wheat, and barley, and silks, Paris fancy goods, and agricultural produce. A number of the sailing vessels arriving with coal take back cargoes of flints for the potteries.

There are no local dock dues at Dieppe. The depth of water is 26 feet at spring and 15 feet at neap tides.

VICE-CONSULATE OF ROUEN.

Table of British vessels that entered Rouen in 1866 :—

			Vessels.	Tonnage.	Crew.
Entered	..	..	459	60,506	3,354
Cleared	..	..	422	59,491	3,005

The imports comprise coals, cement, tin, clay, iron, petroleum, &c.

The principal exports were flour, oil-cake, glass sand, burr-stones, wheat, potatoes, &c.

The local dues on a British vessel are most trifling (12 francs on 100 tons), except when coming from a foreign port, in which case they amount to 3 francs 75 cents per ton.

The ordinary depth of water at Rouen is from 14 to 15 feet. At certain periods vessels drawing 18 feet can go up there.

VICE-CONSULATE OF HONFLEUR.

Table of British vessels that entered the district of Honfleur in 1866 :—

			Vessels.	Tonnage.	Crew.
Entered	..	..	744	190,168	8,729
Cleared	..	..	734	108,414	8,659

The cargoes brought comprised coals, pig-iron, cement, fire-bricks, oats, and general cargo.

The exports were chiefly agricultural produce, including 7,182 oxen.

There are no dock dues at Honfleur.

The depth of water is 20 feet 9 inches at spring and 13 feet 9 inches at neap tides.

VICE-CONSULATE OF CAEN.

Table of British vessels that entered Caen in 1866 :—

			Vessels.	Tonnage.	Crew.
Entered	..	..	584	58,100	3,378
Cleared	..	..	594	58,942	3,424

The imports consisted of coals, iron, cement, &c.

The exports were building stone and agricultural produce.

There are no dock dues at Caen.

The depth of water at the entrance of the canal is from 13 to 14 feet at spring and from 9 to 10 feet at neap tides.

CONSULAR AGENCY OF FÉCAMP.

Table of British vessels that entered Fécamp in 1866 :

			Vessels.	Tonnage.	Crew.
Entered	..	..	166	23,167	911
Cleared	..	..	164	22,855	897

The cargoes brought comprised almost entirely coal and cement. Nearly all the vessels went back in ballast.

There are no dock dues at the port of Fécamp.

Gross amount of British shipping in the Consular district of Havre in 1866 :—

Place.	Entered.			Cleared.		
	Ships.	Tonnage.	Seamen.	Ships.	Tonnage.	Seamen.
Consulate of Havre ..	1,175	378,940	18,935	1,184	380,715	19,006
Vice-Consulate Dieppe	715	157,451	6,994	692	153,334	6,834
„ Rouen ..	459	60,506	3,054	422	59,491	3,005
„ Honfleur ..	744	110,198	8,729	734	108,414	8,659
„ Caen ..	584	58,160	3,378	594	58,942	3,424
Consular Agency of Fecamp ..	166	23,167	911	164	22,855	897
Total ..	3,843	788,332	42,001	3,790	733,751	41,825

TRADE AND COMMERCE.

Although the trade and commerce of Havre experienced a great increase during the past year, still the disastrous effects of the American war have not yet been effaced, and it will take some time longer to do so. It may be that the direct cotton trade with the United States will never attain its former height, since part of the business has gone into a new channel, and large purchases are made on French account in Liverpool, and brought thence in British vessels.

The following Table shows the diminution that has taken place in the number of United States vessels entering this port since 1861 :—

Nationality.	1861.	1862.	1863.	1864.	1865.	1866.	Tonnage in 1866.
United States ..	417	71	34	29	22	116	105,288 (Amn.)

The value of the imports of foreign merchandise into Havre in 1865 (the amount for 1866 is not yet published), reached 520,810,272 francs. The total value of the exports amounted to 847,609,209 francs. The Customs duties received in 1866 were 18,420,989 francs against 16,876,673 francs in 1865; and the tonnage duties were, in 1866, 890,636 francs against 572,066 francs in 1865.

The following Tables give the amount of the imports and exports of various articles in 1865-66 :—

IMPORTS.

Articles.	1865.	1866.	Increase.	Decrease.
Sugar kilos.	23,556,027	20,420,926	..	3,135,101
Cocoa „	597,187	533,971	..	43,216
Coffee „	11,082,938	12,565,935	1,482,997	..
Pepper „	227,406 ¹	154,882	..	72,524
Coal „	109,857,200	141,951,048	32,093,848	..
Pig iron „	3,318,763	2,608,962	..	709,801
Guano „	13,893,175	22,554,854	8,661,679	..
Rice „	3,207,478	3,121,518	..	79,960
Alcohol litres	1,277,795	2,014,346	736,551	..
Hides kilos.	19,164,031	17,081,721	..	2,082,310
Cotton thread .. metres	6,278,086	6,325,029	46,943	..
Wheat kilos.	22,300	1,527,900	1,505,600	..
Flour „	131,100	8,400	..	122,700
Petroleum, raw .. „	2,136,438	12,007,345	9,870,907	..
„ refined .. „	116,808	1,156,735	1,039,927	..
Bitumen „	3,820,800	1,092,080	..	2,728,720

EXPORTS.

Articles.		1865.	1866.	Increase.	Decrease.
Silks and ribbons	.. kilos.	1,068,476	1,338,635	270,177	..
Woollens	 "	3,650,240	3,135,300	..	514,940
Cottons	 "	2,062,250	2,285,136	222,886	..
Artificial Flowers	and ..	5,407,152	6,235,908	828,756	..
Millinery	 "				
China	 "	2,504,796	3,626,483	1,121,687	..
Haberdashery	 "	3,605,262	4,348,223	742,961	..
Vin Ordinaire	 litres	5,814,172	7,143,044	1,328,872	..
Potatoes	 kilos.	8,076,844	5,899,862	..	2,168,482
Ochre	 "	1,538,562	2,530,183	991,621	..
Flour	 "	9,198,900	31,987,530	22,788,600	..
Salt Butter	 "	3,412,383	3,616,989	204,666	..
Sugar	 "	735,426	425,348	..	310,078

It will be seen by the above tables that, in the imports, hides and bitumen alone show any considerable diminution; while coffee, coal, guano, alcohol, wheat, and petroleum exhibit a large increase.

Every article of the exports, with the exception of woollens, potatoes, and sugar, shows an augmentation.

The subjoined Tables give the amounts of some of the articles imported from, and exported to, Great Britain and her Colonies:—

IMPORTS FROM GREAT BRITAIN, &c.

Articles.	Quantities.
	1866.
Cocoa kilos.	112,700
Coffee "	2,556,300
Pepper "	154,882
Coal "	141,951,048
Rice "	2,561,700
Hides "	538,700
Wheat "	332,800

EXPORTS TO GREAT BRITAIN.

Articles.	1865.	1866.	Increase.	Decrease.
Silks and Ribbons. . kilos.	809,906	857,263	47,357	..
Woollens "	1,594,656	2,498,079	903,423	..
Cottons "	432,219	483,171	50,952	..
Millinery "	2,945,891	3,331,082	385,191	..
Haberdashery .. kilos.	1,894,544	2,155,681	261,137	..
Vin Ordinaire .. litres	2,612,222	1,754,091	..	858,131
Eggs kilos.	3,275,600	2,491,759	..	783,841
Potatoes "	2,897,145	524,081	..	2,373,064
Sugar "	630,391	67,973	..	562,428

STOCKS IN BOND ON 31ST DECEMBER.

Articles.	1865.	1866.	Increase.	Decrease.
Sugar, Foreign .. kilos.	4,262,217	2,934,777	..	1,327,440
" Colonial .. "	675,543	3,737,051	3,051,503	..
Coffee "	9,269,641	7,104,690	..	2,165,251
Cocoa "	1,030,290	1,141,650	111,360	..
Pig Iron "	608,700	570,981	..	37,719
Coal "	21,557,709	19,786,087	..	1,771,622
Hides "	464,109	765,264	301,155	..

The imports of cotton into Havre largely increased during the past year, and promises soon to attain again its former amount.

The following Tables will give some idea of the movement of cotton at this and other ports in France in the years 1861, 1862, 1865, and 1866.—

	1861.					
	United States.	Brazil.	Egypt.	Other.	Total.	
Stocks, 1st Jan.—						
Havre .. bales	99,685	..	..	5,335	105,020	
Marseilles .. "	..	..	906	6,358	7,264	
Bordeaux, Nantes .. "	125	..	..	16	141	
Total "	99,810	..	906	11,709	..	112,425
Arrivals—						
Havre "	516,110	922	606	40,112	557,750	
Marseilles "	283	..	36,105	14,347	50,733	
Bordeaux, Nantes, &c. }	4,337	..	3,051	8,729	16,117	
Total "	520,750	922	39,760	63,188	..	624,600
Deliveries—						
Havre "	484,798	922	606	38,494	524,820	
Marseilles "	283	..	36,103	19,322	55,709	
Bordeaux, Nantes, &c. }	4,462	..	2,944	8,745	16,151	
Total "	489,543	922	39,654	66,561	..	596,680
Stocks, 31st Dec.—						
Havre "	130,997	..	..	6,953	137,950	
Marseilles "	..	..	905	1,383	2,288	
Bordeaux, Nantes, &c. }	..	..	107	..	107	
Total "	130,997	..	1,012	8,336	..	140,345

1862.						
	United States.	Brazil.	Egypt.	Other.	Total.	
Stocks, 1st Jan.—						
Havre .. bales	130,997	..	..	6,953	137,950	
Marseilles .. "	..	..	905	1,383	2,288	
Bordeaux, Nantes .. "	..	..	107	..	107	
Total .. "	130,997	..	1,012	8,336	..	140,345
Arrivals—						
Havre .. "	30,920	4,405	1,705	154,342	171,372	
Marseilles .. "	..	..	27,938	42,959	70,897	
Bordeaux, Nantes, &c. .. "	500	250	3,000	25,551	29,301	
Total .. "	31,420	4,655	32,643	202,852	..	271,570
Deliveries—						
Havre .. "	143,045	1,959	1,683	105,850	252,537	
Marseilles .. "	..	..	27,732	43,545	71,277	
Bordeaux, Nantes, &c. .. "	500	250	3,107	25,051	28,908	
Total .. "	143,545	2,209	32,522	174,446	..	352,722
Stocks, 31st Dec.—						
Havre .. "	18,872	2,446	22	35,445	56,785	
Marseilles .. "	..	..	1,111	797	1,908	
Bordeaux, Nantes, &c. .. "	..	..	..	500	500	
Total .. "	18,872	2,446	1,133	36,742	..	59,193
1865.						
Stocks, 1st Jan.—						
Havre .. "	269	1,645	487	48,739	51,140	
Marseilles .. "	..	..	1,250	5,190	6,440	
Bordeaux, Nantes .. "	..	150	..	3,900	4,050	
Total .. "	269	1,795	1,737	57,829	..	61,630
Arrivals—						
Havre .. "	26,332	30,017	4,262	235,019	295,630	
Marseilles .. "	29	230	60,801	138,735	199,795	
Bordeaux, Nantes, &c. .. "	..	975	..	13,405	14,380	
Total .. "	26,361	31,222	65,063	387,159	..	509,805
Deliveries—						
Havre .. "	18,351	27,011	4,699	262,399	312,490	
Marseilles .. "	29	230	61,836	138,242	200,337	
Bordeaux, Nantes, &c. .. "	..	1,125	..	17,253	18,378	
Total .. "	18,380	28,396	66,535	417,894	..	581,205
Stocks, 31st Dec.—						
Havre .. "	8,250	4,621	50	21,359	34,280	
Marseilles .. "	..	..	215	5,683	5,898	
Bordeaux, Nantes, &c. .. "	..	..	..	52	52	
Total .. "	8,250	4,621	265	27,094	..	40,230

		1866.					
		United States.	Brazil.	Egypt.	Other.	Total.	
Stocks, 1st Jan.—							
Havre	.. bales	8,250	4,621	50	21,359	34,280	
Marseilles	.. "	..	..	215	5,683	5,898	
Bordeaux, Nantes	.. "	..	..	..	52	52	
Total	.. "	8,250	4,621	265	27,094	..	40,230
Arrivals—							
Havre	.. "	215,902	56,649	1,320	261,645	535,516	
Marseilles	.. "	80	4,189	38,171	92,841	135,281	
Bordeaux, Nantes, &c.	.. " }	1,557	2,873	..	14,663	19,093	
Total	.. "	217,539	63,711	39,491	369,149	..	689,890
Deliveries—							
Havre	.. "	177,741	49,380	1,370	241,560	470,031	
Marseilles	.. "	80	3,859	36,204	91,016	131,159	
Bordeaux, Nantes, &c.	.. " }	567	1,563	..	7,330	9,460	
Total	.. "	178,388	54,802	37,574	339,906	..	610,670
Stocks, 31st Dec—							
Havre	.. "	46,411	11,890	..	41,444	99,745	
Marseilles	.. "	..	330	2,182	7,508	10,020	
Bordeaux, Nantes, &c.	.. " }	990	1,310	..	7,385	9,685	
Total	.. "	47,401	13,530	2,182	56,337	..	119,450

Arrivals, deliveries, and stock (on 31st December) of cotton at Havre during the last ten years:—

Years.		Arrivals.	Deliveries.	Stocks on 31st Dec.
1866	.. bales	535,515	470,050	99,745
1865	.. "	295,630	312,490	34,280
1864	.. "	270,420	247,540	51,140
1863	.. "	213,715	242,240	28,260
1862	.. "	171,370	252,535	56,785
1861	.. "	557,750	524,820	137,950
1860	.. "	632,195	572,305	105,020
1859	.. "	388,190	479,750	45,130
1858	.. "	521,168	467,078	136,690
1857	.. "	431,325	395,525	82,600

PRICES OF COTTON.

Description.	31st Dec. 1866.	31st Dec. 1865.	31st Dec. 1864.	31st Dec. 1863.
	Frs.	Frs.	Frs.	Frs.
New Orleans.. 50 kilos.	150 to 255	245 to 315	320 to 385	343 to 410
Mobile	148 225	243 278	318 363	347 378
Georgia	148 220	240 275	315 360	346 373
Sea Island	275 925	275 925	300 950	380 1,000
Pernambuco	145 205	200 300	250 345	295 380

NOTE.—A shipment of railway plant for Sweden took place during the year in British vessels which deserves some notice. This plant was intended to have been manufactured in England, but, owing to a strike of the operatives, the firm having the contract sent it over to this country for execution, and thus so much money was lost to English workmen.

AGRICULTURE.

During the first months of 1866 considerable quantities of wheat were exported from this consular district, but a very wet summer was followed by a deficient harvest, and towards the close of the year wheat and oats were freely imported. Considerable amounts of wheat are expected here from the Baltic as soon as the navigation opens in the spring.

GENERAL REMARKS.

The town of Havre has been very much enlarged and embellished during the last ten years, and further improvements are projected. It is well lighted, and enjoys an abundant, constant supply of good water. In some respects, however, its sanitary arrangements are very defective. The taxes are heavy, and, from its facility of communication with Paris, and the number of large steamers and sailing vessels which supply themselves with all manner of stores from its markets, the general expense of living is very high.

The population of Havre amounted at the last census to 71,570. The number of deaths in 1866 was 2,743; births, 2,638; marriages, 629.

An "International Maritime Exhibition" will be held here in 1868. It will open on the 1st June, and close the 31st October. It is intended to comprise everything connected with the construction, equipment, and repairing of merchant vessels, steam or sailing, as also everything employed in the provisioning of their crews. All articles useful for vessels employed in the fisheries; everything connected with yachts, life-boats, and any kind of apparatus for saving life at sea. In a word, everything directly or indirectly, bearing on marine affairs.

A nautical fête and regatta will be held in connection with the exhibition.

Havre being so close to Great Britain, it is to be hoped that our owners of vessels and manufacturers of all articles used in or about ships will be fitly represented at this Exhibition.

Havre, February 15, 1867.

ST. MALO.

Report by Mr. Vice-Consul Monteith on the Trade of St. Malo for the Year 1866.

THERE has again been a very considerable increase upon the value of merchandize exported to England; also upon the amount of British tonnage employed and the number of crews.

Trade and Commerce.—The total value of exports to England and Channel Islands amounted—

				£
In 1866, to ..	..	..	..	1,730,000
In 1865 ..	..	..	..	988,200
Showing an increase of				741,800

The imports from England do not increase. They amounted—

				£
In 1865, to the sum of ..	..	..	..	118,280
In 1866, to ..	..	..	..	94,280
				24,000

Showing a falling off of 24,000*l.* during 1866; this is partly accounted for by St. Malo not being a port of entry for British manufactured goods.

Shipping and Navigation.—In 1866 the British vessels entered were—

			No.	Tonnage.	Crews.
1866	..	..	694	85,189	7,897
1865	..	..	683	79,546	7,465
			11	5,643	432

Showing an increase of 11 ships, 5,643 tons, and 432 seamen.

From all I can learn I feel confident that the enormous value of exports for 1866 will be greatly augmented during the current year, and will most likely exceed 2,000,000*l.* My former Commercial Report predicted the great increase of commerce that has taken place.

The floating basin is not yet completed, and I really cannot give an opinion as to when it is likely to be so.

St. Malo, March 31, 1867.

HANSE TOWNS.

BREMERHAVEN AND GEESTEMUNDE.

Annual Report by Mr. Vice-Consul Schwoon on the Trade at Bremerhaven and Geestemunde in the Year 1866.

Shipping and Navigation.—The shipbuilding during this year has again been considerable ; there have been built :—

	Vessels.	Burthen.
In the Ports on the Weser, for Bremen ..	22	Lasts. 6,546½
In Foreign Ports	2	3,939
Were bought	6	2,084½
Total	30	12,570

There have been sold and lost 32 vessels of 10,501½ lasts, increase of tonnage 2,068½ lasts. The number of Bremen vessels on the 1st of January, 1867, amounts to 293, of the burden of 112,497½ lasts, of which are : 14 iron steamships, 55 ships, 152 barques, 32 brigs, 17 schooner brigs, 16 schooner barques, 3 schooners, and 4 galliots.

COMPARISON of Bremen vessels during the last twelve years.

	Vessels.	Tonnage.	Average Tonnage.
			Lasts.
1867	293	112,497½	384
1866	295	110,234½	374
1865	303	105,281	347½
1864	307	104,881	342
1863	277	91,072	329
1862	253	82,868	328
1861	257	88,375	321
1860	262	82,446	322
1859	279	90,602	325
1858	279	83,083	298
1857	271	76,178	281
1856	261	69,358	265

NOTE.—One rye last, 4,000 lbs., 2,032 lbs. equal to one ton English.

The number of Prussian vessels at Geestemünde amounts to 44, of 8,119 lasts.

The emigration from this port during the last year has been larger than the year before, and amounts to 62,254 persons, of whom 50,706 to New York, 7,905 to Baltimore, 1,603 to New Orleans, 42 to Buenos Ayres and Montevideo, 951 to Quebec, 874 to Galveston, 173 to Charleston, S.C.

COMPARISON of Emigration during the last ten years.

				Number of Persons.	Number of Vessels.
1866	..	..	..	62,254	167
1865	..	..	..	44,181	128
1864	..	..	..	27,486	87
1863	..	..	..	18,022	85
1862	..	..	..	15,019	84
1861	..	..	..	17,300	104
1860	..	..	..	30,296	174
1859	..	..	..	22,011	146
1858	..	..	..	23,171	162
1857	..	..	..	49,448	237

Ships that carry less than twenty passengers are not under the emigration laws.

The number of vessels arrived in 1866 amounts to 2,870, of 373,785 lasts, of which were—

	Vessels.	Burthen.
From Ports in Europe ..	2369	Lasts. 168,596
From Transatlantic Ports ..	501	205,189
Total	2870	373,785

Of which were—

	Vessels.	Burthen.
		Lasts.
British	185	34,647
Bremen	443	204,498
Danish	14	1,318
French	9	1,429
Hamburgh	72	6,274
Hawaii	5	1,411
Dutch	281	13,830
Italian	4	1,112
Lubeck	2	324
Mecklenburg	14	1,839
American (North)	17	20,172
Norwegian	22	3,328
Austrian	2	520
Oldenburg	455	27,208
Portuguese	2	363
Prussian	1,118	41,250
Russian	5	832
Schleswig-Holstein	174	5,573
Swedish	26	3,931
Spanish	20	3,926
Total	2,870	373,785

These vessels arrived from—

	Vessels.	Tonnage.
		Lasts.
Great Britain	356	84,220
Prussia	634	12,458
Oldenburg	364	8,351
Heligoland	46	132
Hamburg	264	14,532
Schleswig-Holstein ..	117	2,270
Lubeck	1	15
Mecklenburg	7	162
Russia	127	11,560
Sweden	22	1,957
Norway	203	11,066
Denmark	5	106
Holland	128	7,433
Belgium	17	2,167
France	33	4,365
Spain	20	4,120
Portugal	11	1,059
Italy	10	2,103
Greece	1	114
Turkey	3	406
Greenland	4	730
British North America ..	2	869
North America	202	138,562
Mexico	1	166
Central America	6	1,524
New Granada	39	4,627
Buenos Ayres	1	138
Brazil	59	8,746
Venezuela	6	566
Cuba	74	16,585
Jamaica	9	1,121
Turks Island	1	70
Hayti	2	341
Porto Rico	9	1,289
St. Thomas	1	133
Canary Islands	2	234
Africa (West Coast) ..	2	239
Mauritius	1	342
Asiatic Turkey	3	258
British East India	28	9,560
Burmah	41	16,903
East Indies	3	1,023
China	2	393
Sandwich Islands	3	770
Total	2,870	373,785

Trade and Commerce.—The trade suffered this year under the effects of the German war. The chief articles imported at Bremerhaven and Geestemünde during the last year, ending on the 31st December, may be computed as follows:—

Cotton and cotton wares, about 65,000 lbs., chiefly British.

Fine and common salt, about 800 tons, direct from England and Portugal.

Coals and cinders, about 50,000 tons, of which about 15,000 tons from England, and about 35,000 tons from the interior of Germany.

Bar and hoop iron, iron of all descriptions and machinery, about 2,000 tons, chiefly British; each quantity not ascertainable.

Coffee, about 160,000 lbs., from Bremen and Holland.

Sugar and Molasses, about 150,000 lbs., from Bremen and interior of Germany.

Rice, about 2,500,000 lbs., from England and Bremen.

Wine and spirits, about 15,000 gallons, from Bremen and Holland.

Yellow metal, about 400 tons from England.

Deals, planks and timber, a great quantity from the Baltic, Norway and Canada, particulars not ascertainable.

The export articles, have hitherto been very small, only a small quantity of corn has been shipped to England, but the export of cattle, chiefly from the lower part of the country, and partly from the interior of Germany, is increasing, and amounts to 5,000 heads and 600 sheep, all for England. The export of Beet sugar is likewise increasing, and may amount to about 2,000 tons for England.

The Greenland fishery, in which four vessels were employed, has this year been more successful.

A new law and regulation concerning the time in which ships are to be discharged, and the mode of paying freight, has been issued this year, a translation of which is herewith annexed.

Since the annexation of Hanover the Prussian Government has adopted measures to facilitate the mode of sending goods into Germany.

Bremerhaven and Geestemünde not being exchange-places, rates are regulated after those of Bremen and Hamburg.

Agriculture.—Not much can be said under this head, as hardly any agriculture is existing in this district. The crops in the lower part of the province, consisting of rye, wheat, oats, barley, beans and potatoes, have in general been satisfactory.

Population and Industries.—The population of Bremerhaven and Geestemünde amounts to upwards of 14,000, and is increasing fast. The greater part of the people are employed in the commercial way, and in ship-building.

Public Works.—Three large docks and five dry docks at Bremerhaven and Geestemünde are now completed; vessels of large tonnage and up to a draught of 22 feet, may enter with safety, even in the midst of winter. Powerful tow-boats are always ready for service at moderate charges. The dock dues are very low, only 3*d.* per last per month. The railway is completed, and enables merchants to send goods from all parts of Germany direct to those seaports.

General Remarks.—There is nothing particular to remark for the last year.

NEW LAW, CONCERNING DISCHARGING OF VESSELS.

Published the 12th of February, 1866.

In the interest of the freight business, in consideration of those vessels whose cargo is consigned to the town of Bremen, but whose draft does not allow them to proceed up to Bremen at the usual depth of the water, the following is ordered in conformity with constitutional determination:—

§. 1. As to the destination of the Weserports below Bremen, where the shipmaster is to lay the vessel for discharging the cargo, it abides by the present right, especially by the obligation of the shipmaster to obey every assignment of the port of discharging, given in due time on the part of the receiver of the cargo. At all events an assignment is considered timely, if it is made within the next 24 hours after the arrival of the vessel in the roads of Bremerhaven.

During the months of November, December, January and February, and, besides, while the Weser is not free from ice, neither a receiver of cargo is allowed to point out a place for discharging the cargo, nor a shipmaster to choose such port for want of assignment, that is not united with the town of Bremen by the rail-road.

§ 2. The transport of the cargo from the port of discharging to Bremen takes place at the expense and risk of the receiver of the cargo, who therefore has to receive the cargo at the port of discharging. On account of refused or retarded reception, the prescriptions of the commercial law (Art. 595 and ff.), concerning refused or retarded reception, are to be adopted. The acceptance of the cargo is not considered finished till its arrival at Bremen.

If, however, goods are left at the port of discharging for the purpose of storage, or if they are not shipped to the place of destination, but to any other place, the acceptance is considered finished; however, in this case too, the freight is to be paid in Bremen, as the agreed port of destination. The shipmaster is obliged to deliver the cargo at the port of discharging without any claims on previous payment of the freight, or the fulfilling of the other obligations of the receiver, or their guarantee, but without prejudice of his right to take judicial measures of safety, in case of peculiar risk of his claims.

§ 3. The shipmaster is obliged on demand of one or several of the receivers of cargo, to make use of the competency given to him by Art. 602 and 605 of the general German Commercial Law, to keep the several receivers of general cargo to prompt reception, and, in case of delay, to store the goods, according to the fore-mentioned articles against every single receiver.

§ 4. The time of discharging of vessels up to 75 lasts is fixed at eight days, if it is beginning in the period of the 1st of March to the 31st of October; at twelve days if it is in the period of the 1st of November to the last of February.

For every further 30 lasts one day of discharging more is counted.

If vessels are only partly loaded, the time of discharging is counted proportionally shorter. Sundays and Holidays are not taken into account in the settlement of these terms.

§ 5. While accepting the cargo, the receiver is allowed to weigh and measure on board of the vessel, during the time of discharging.

§ 6. Loss and damage of goods, that were visible according to outside appearance during the reception out of the vessel, can afterwards only be considered on, if the shipmaster or his substitute have been informed of it during the reception, by writing, or in any other sufficient manner.

§ 7. The freight, and what else is due to the shipmaster or the owner, according to the bargain or the bill of lading, is to be paid in Bremen the second cashday after the arrival of the cargo there, and in the case mentioned, § 2, after the storing or reshipping has taken place; but at all events, whether such arrival, storing or reshipping may be made or not, at latest the tenth day after the reception out of the vessel.

The account of term is settled for each bill of lading especially, and begins for the payment of freight for each bill of lading with the day following the delivery of the last piece of goods consigned in the bill of lading from on board of the vessel.

Bremerhaven and Geestemünde, January 30, 1867.

HAMBURGH.

Report of Mr. Consul-General Ward on the trade of Hamburg in the year 1866.

ALTHOUGH the great political events of the past summer have exercised an important influence upon the commerce of this port, and have had a paralysing effect upon several branches of trade, it is gratifying to be able to report that neither Germany at large, nor Hamburg, has suffered much from the very severe financial crisis through which England has lately passed. The year 1866 opened quietly, and though there was little animation, the prospect of a brisk trade was looked to with general satisfaction. The first rumours of a rupture between Austria and Prussia were received with incredulity, but as the symptoms of an outbreak became more manifest, trade gradually declined; and, when the panic in the London money-market occurred, the close connection between Hamburg and Great Britain caused the crisis to be severely felt here. As, however, it had not been preceded by the rash speculations which characterised the panic of 1857, few failures occurred in this city, and the effect upon the Hamburg money-market gradually wore off, until money again became plentiful, and discounts fell even below the rate at which they had previously stood. The war with Austria was of too short a duration, and the preparations made for it by Prussia were too gradual to admit of any marked effect being produced upon the general trade of Northern Germany. The year has therefore been an average one, and, considering the numerous disadvantages under which the merchants have laboured, the results have, on the whole, been quite as satisfactory as could fairly be expected.

The success of Prussia in the war has overthrown the Federal constitution, by which the German States have been legally bound together for more than half a century, and has introduced a new order of things in which the territory, and the influence of the Prussian Monarchy, have been very greatly enlarged. The political advantages to the common country, which many persons anticipate through the newly-formed North German Confederation, remain to be tested; but the projected uniformity of the customs system, and of the coinage, weights, and measures in all the states of the new confederation (to be possibly at a later period extended to Southern Germany) cannot but operate beneficially upon the internal industry of the German States, and upon their commercial intercourse with foreign countries. In these new arrangements the position of Hamburg and the other Hanse Towns is at present a subject of much discussion, and will be more particularly adverted to in the sequel of this report. Although the Prussian Government has consented to couple the admission of the Hanse Towns into the new customs-union with the establishment of free ports, the details of the new regulations are not yet settled, and all that can be stated with certainty is, that Hamburg will not, without her own consent, be deprived of the right of a free-harbour, in which foreign ships and goods will continue to be exempted from the restrictions of the *Zollverein* system.

The following information, taken partly from official and partly from private sources, and arranged under the usual heads, will show that no important changes of the ordinary course of business at Hamburg have taken place within the year under review. The arrivals of sea-going

ships were rather less in number, but their burthen greatly exceeded the average burthen of the previous five years. The number of ships of all descriptions which arrived under the British flag within the year, exceeded the average of the five years preceding; and there is every reason to believe that the proportion of the general trade of Hamburg, which consists of British imports, continues much the same as it has been for several years past. The Hamburg Government does not, however, publish any complete statistical tables, either of trade or other occurrences, until a late period of the year succeeding that to which they refer.

I. SHIPPING AND NAVIGATION.

The number of sea-going ships, whether sailing vessels or steamers, which arrived at the port of Hamburg, from all parts of the world, in the year 1866, was 5,185; their total burthen 590,007 commercial lasts; and the total number of their crews, 61,194 men. In the five previous years the number of arrivals was:

Year.	Ships Arrived.	Burthen in Commercial Lasts.	[Number of Crews.
1861.. ..	5,219	441,075	51,880
1862 : ..	5,083	433,274	51,245
1863.. ..	5,543	481,216	55,125
1864.. ..	5,012	465,909	50,616
1865.. ..	5,186	543,735	56,468
Average of the five years..	5,208	473,041	53,066

The number of ships of every description which sailed from the port in the year 1866 was 5,210, of which 3,254 were laden, and 1,956 in ballast; and their total burthen was 592,250 commercial lasts. The number of ships in port, at the beginning of the year, was 240; at the close of the year it was 215, and was composed as follows:

Hamburg	..	..	..	..	..	57
Bremen	..	..	..	..	..	2
Prussian	..	..	..	..	..	47
Holstein	..	..	..	..	..	14
Mecklenburg	..	..	..	..	..	25
Oldenburg	..	..	..	..	..	3
Austrian	..	..	..	..	..	1
Netherlands	..	..	..	..	..	19
French..	..	..	..	..	..	2
British..	..	..	..	..	..	28
Spanish	..	..	..	..	..	3
Italian ..	..	..	..	..	..	1
Norwegian	..	..	..	..	..	4
Swedish	..	..	..	..	..	4
Russian..	..	..	..	..	..	1
Danish ..	..	..	..	..	..	2
American (North)	..	..	..	..	..	2
Total	..	..	..	..	..	215

The countries from which the sea-going ships arrived at Hamburg, in the year 1866, are distinguished in the following table:

From Australia	1
Sandwich Islands	2
China	10
Phillipine Islands	6
Dutch East Indies	4
British East Indies	15
East and West Coast of Africa	14
Azores	1
West Coast of America	48
Argentine and Uruguay	3
Brazil	104
Venezuela	47
St. Thomas, &c.	17
Hayti	38
Cuba	33
Jamaica	2
East Coast of Mexico	22
United States of America.. .. .	108
British North America	2
Russia	10
Norway	145
Sweden	41
Prussian Baltic Ports	75
Mecklenburg	8
Denmark, Schleswig, and Holstein	157
Heligoland and Lower Elbe	628
Oldenburg	51
Bremen	479
East Friesland	117
Netherlands	317
Belgium	76
Great Britain and Ireland.. .. .	1263
Ditto, Colliers	1034
France	176
Portugal and Spain	48
Italy.. .. .	57
Trieste and Venice	37
Greece	13
Turkey and Egypt	6
Total Number of Ships	5,185
Burthen in Commercial Lasts	590,007
Number of Crews.. .. .	61,194

Distributing the above-mentioned ships according to their nationality the following result appears :

Hamburg	767
Bremen	115
Lubeck	2
Prussian	193
Hanoverian	901
Schleswig and Holstein	306
Mecklenburg	34
Oldenburg	129
Austrian	47
Netherlands.. .. .	281
Russian	9
Carried forward	2,784

Brought forward						2,784
French	..	..	..	..	..	129
British	..	..	..	..	..	1,955
Spanish	..	..	..	..	..	27
Portuguese	..	..	..	..	..	13
Italian	..	..	..	..	..	4
Norwegian	..	..	..	..	..	156
Swedish	..	..	..	..	..	56
Danish	..	..	..	..	..	46
North American	..	..	..	..	..	15
Total..						5,185

The number of steamers comprised in that of the sea-going ships which arrived in 1866, was 1904, reckoning each steamer as a separate ship for each voyage: and of those steamers 1,366 came from British ports. But the actual number of steamers which entered the port of Hamburg, without counting the particular voyages, amounted only to 193.

The proportion of the general trade of Hamburg, carried on under the British flag in 1866, exceeded the average of the previous five years by 25 ships, although the actual number was 45 ships less than in 1865. The number of British ships of all descriptions which arrived in 1866 was 1055. In the preceding five years it stood as follows:

BRITISH Ships Arrived.

Year.				Number.	Burthen in Commercial Lasts.	Number of Crews.
1861..	..	..	..	1,929	224,655	25,351
1862..	..	..	..	1,816	218,055	24,785
1863..	..	..	..	1,868	234,915	26,114
1864..	..	..	..	2,040	268,241	27,772
1865..	..	..	..	2,000	285,171	23,319
Average of the five years..				1,930	246,207	26,462

Of the British ships which arrived as above in 1865, no less than 1,779 came directly from British ports, of which 823 were colliers. Of the remaining 221 ships, 70 came from transatlantic countries, and the rest from various European ports.

Total of sea-going ships.—In order to obtain a complete view of the sea-going ships trading with the Elbe, it will be necessary to add to the number of ships arrived at Hamburg those which entered the neighbouring ports of Altona and Harburg. For the last-mentioned two ports the latest official accounts published are for the year 1865, and the total sea-going ships arrived in the Elbe, in that year, will therefore stand as follows:

Ports.				Number.	Burthen in Commercial Lasts.
Hamburg	..	..	..	5,186	543,735
Altona	..	..	..	1,172	45,616
Harburg	..	..	..	767	28,542
Total of three Ports				7,125	617,893

The result is, that the foreign trade of the Elbe is carried on by above 7,000 ships annually, whose burthen exceeds 600,000 commercial lasts, or 1,800,000 tons British measurement.

The number of sea-going ships belonging to the port of Hamburg was, at the close of the last year, 507, and their total burthen 80,837 commercial lasts, including 26 steamers of the burthen of 7,835 commercial lasts, with 5,060 horse-power. This shows a falling off of 32 ships and 2,873 lasts as compared with the close of the year 1865, owing, as is asserted, to losses at sea.

Upper Elbe Navigation.—The traffic by river-navigation on the Elbe above Hamburg, although large, had diminished in 1865, as compared with the previous year. The number of river-boats which arrived at Hamburg and Altona from the Upper-Elbe was 4,406, and that of timber-floats 182. The total burthen of these river-boats was 9,575,751 centners; the crews consisted of 14,366 men; and the actual weight of their cargoes, including the timber, amounted to 5,009,212 centners. The active competition of the railways places the river-traffic under great and increasing disadvantages in comparison with the conveyance of goods by rail between Hamburg and the interior of Germany.

The tidal depth of water in the port during the year 1865, above or below the normal depth of $14\frac{1}{4}$ feet, is thus indicated in Hamburg feet and inches:

			Flood.		Ebb.	
			Feet.	In.	Feet.	In.
Highest Tide	..	..	+ 12	9	+ 7	8
Lowest	„	..	+ 0	11	— 3	5
Average Tide	..	..	+ 7	2	× 0	10

The impediments to the navigation in several parts of the Upper-Elbe are much complained of, and it is hoped that a hydrotechnical correction of these evils will soon be effected through the instrumentality of the River-Commission. Another serious detriment to the Elbe traffic is the continuance of the river tolls. These tolls were last fixed on a reduced scale by the convention, between the Elbe-bordering states, of the 4th of April, 1863, under which one-half of the net receipts belongs to Austria, Prussia, Saxony, Anhalt and Hamburg, and the other half to Hanover, Denmark, and Mecklenburgh. Now that Prussia stands in the place of Hanover and Denmark in regard to these tolls, it is believed that a modification, if not an entire abolition of them, will soon be effected; the more so, as since the conclusion of the peace with Austria, the river tolls, formerly levied on the Rhine and the Main, have, through the influence of Prussia, been altogether discontinued.

Land-traffic Duties.—In the event of the abolition of the river tolls, it would scarcely be possible for the Governments concerned to maintain much longer the land transit duties, which burden the traffic between Hamburg and the interior by the Hamburg-Berlin Railway. These duties, although now levied at a reduced rate, amount in the whole to a charge of $2\frac{5}{10}$ silbergroschen (about 3d. sterling) per centner, of which Lauenburg receives $\frac{3}{10}$ silbergroschen, Hamburg and Lubeck jointly $\frac{2}{10}$ silbergroschen, and Mecklenburg-Schwerin $1\frac{5}{10}$ silbergroschen which is equivalent to a heavy tax on the coarser and weightier descriptions of goods. It is hoped that here also the influence of Prussia will be exercised in a right direction, and that the transit from Hamburg into the interior, whether by land or river, will eventually be relieved from the burden of these vexatious exactions.

Marine Assurance.—The value of the property insured at Hamburg against sea-risks in the year 1865 was :

	Marks Banco.
By Assurance Companies	481,632,900
Private Insurers and Agents	129,421,400
Total	<u>611,054,300</u>

The amount of the premiums paid to the Hamburg Companies (twenty-one in number) upon the property insured by them, was 6,201,410 marks banco, being at the average rate of 1.28 per cent. The premiums paid to private insurers amounted to 1,521,980 marks banco. The amount of insurance business transacted in 1866 has not yet been ascertained, but must have exceeded that of the previous year ; inasmuch as the stamp duties on sea policies amounted in 1865 to 252,798, and in 1866 to 263,389 marks courant.

Emigration.—The emigration from Germany to the United States of America, and other transatlantic countries, continues to increase. In the year 1866 it comprised 44,629 persons, of whom 38,626 were forwarded direct by steamers and sailing vessels, and the rest reached their destination indirectly, for the most part through Hull and Liverpool. The emigrants, who are generally natives of Northern and Central Germany, are, on arrival at Hamburg, placed under the protection of the Emigration Office, which superintends the shipping arrangements, and endeavours to guard them against the impositions of interested agents.

Steamers to America.—The Hamburg American Packet Company appears to pursue its business with unabated success. The transport of both goods and passengers was so great in 1865, as to enable the payment of a dividend for that year of 200 marks banco per share, or 20 per cent upon the original capital. The project, at one time entertained by this Company, of erecting a dry dock in the Elbe for the use of its ships has not yet been realized. A new Company has lately been started, with a capital of 3,500,000 marks banco, for establishing a direct line of steamers from Hamburg to the West Indies, Mexico, and the West Coast of South America, which will doubtless be eventually effected, although the arrangements are not yet in a state of much forwardness.

Fish Company.—A North Sea Fish Company has been formed by some leading merchants in Hamburg and Altona with a capital of 500,000 marks courant (30,000*l.*), which proposes to fit out vessels to cruise of the coast, and buy of the fishermen, in order to enlarge the rather scanty supply of sea-fish with which the inhabitants of these towns are at present furnished.

II.—TRADE AND COMMERCE.

Imports in 1866.—The following particulars of the extent of the importation of certain leading articles of trade, in the year 1866, have been obtained from private sources, as the quantities cannot yet be ascertained from official authority. Judging from the amount of customs revenue levied upon imports at the rate of a quarter per cent. *ad valorem* (except such imports as are duty free), the total imports would be rather less in 1866 than in the previous year, the Customs having yielded 771,657 marks courant in 1865, and 740,691 marks courant (46,200*l.* sterling) in 1866. On the other hand it has been seen that the excise duties on articles of consumption yielded 141,190 marks courant more in 1866 than in the previous year ; and it would be premature to infer from the slight falling off of the Customs duties a general diminution of the trade of the port.

was done in Platillas, Creas, Listados, Arabias, &c., but the outbreak of the war, and the financial crisis, brought the business to a stand-still for some time. The termination of the war did not produce a return of confidence, and, with the exception of Hessians, sailcloth, and Dowlas, in which a large export trade was done, business in the linen branch remained dull and unprofitable, so that the year 1866 proved unsatisfactory as compared with the year preceding.

Wool Trade.—In wool, the trade for the past year was quite up to the average. The import was large, and prices were good, and the prospect for the present year is very satisfactory; but business in imported woollen manufactures of all kinds was flat and unprofitable, and far below that of 1865. Sanguine hopes are, however, entertained that the trade of this will more than make up for the deficiencies of last year, as orders are now coming in faster than they can be executed.

Cotton Manufactures.—According to the statements of the leading houses in Hamburg, which import cotton yarns and cotton manufactures for transmission into the interior of Germany, there was a want of animation in the trade, both during the war, and after its termination, and the entire quantity of cottons, and mixed stuffs, imported, is estimated at somewhat less than that of last year. It is remarkable that the Hamburg houses most extensively concerned in this branch of trade are those which are the most decided advocates of the entire accession of Hamburg to the Prussian Customs system, in preference to a partial accession combined with the conservation of a free port.

Imports in 1865.—Adverting to the general trade of the year 1865, for which the official statistics have been published since my last commercial report, it appears that the imports into Hamburg were greater in quantity than those of any former years on record, but that their value was rather less than that of the imports in the previous year, owing to the fluctuations in price of many heavy articles. The following is the official statement:—

	Weight.	Value.	Duties.
	Centners.	Marks Banco.	Marks Banco.
By Sea	25,360,388	401,106,350	277,567
By Land or River ..	21,838,566	370,562,530	195,985
Total	47,198,954	771,668,880	473,552

In the subjoined Table, the goods are arranged according to the parts of the world from which they were imported:—

	Quantity.	Value.
	Centners.	Marks Banco.
By Sea, viz.—		
From Transatlantic Countries	3,633,414	69,827,570
Europe and the Levant	18,124,879	280,870,460
By Land, viz.—		
From and through Altona	3,602,095	50,408,320
„ the interior by Land Carriage or River ..	21,838,566	370,562,530
Total	47,198,954	771,668,880

The next Table gives the results of a classification and valuation of the imports according to the general descriptions of the goods.

IMPORTS.

	Articles of Consumption, viz.:— Colonial Produce, &c.	Raw Materials and Articles partly Manufactured.	Manufactures.	Artistic and Industrial Productions, viz.:—Books, Pictures, Porcelain, &c.	Bullion.	Total.
	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.	Marks Banco.
By Sea, viz.:—						
From Transatlantic Countries ..	35,298,020	31,940,430	61,210	2,119,010	408,900	69,827,570
" From Europe and the Levant ..	33,460,360	167,611,680	55,026,540	19,372,330	5,399,550	280,870,460
By Land, viz.:—						
From and through Altona ..	25,815,010	15,218,100	4,207,650	4,158,720	1,008,840	50,408,320
" the Interior by Land-Carriage, or River	74,129,570	65,036,490	80,036,490	41,628,920	108,978,550	370,562,530
Total ..	168,702,960	280,559,210	139,331,890	67,278,980	115,795,840	771,668,880

It will be useful, as well as interesting, to record the leading articles in which the trade of Hamburg has increased during the last twenty years, as well as those of which the importation has fallen off within the same period. These particulars will be found in the following comparative Table :—

Articles Imported.						Average of Years 1841 to 1845.	Year 1865.
Coffee	..	..	..	..	centners	618,044	983,059
Tea	..	..	..	..	..	11,165	25,233
Sugar, raw	..	..	..	..	..	624,519	447,255
„ refined	..	..	..	..	..	177,418	78,351
Molasses	..	..	..	..	..	37,617	100,067
Rice	..	..	..	..	..	103,338	264,032
Spices	..	..	..	..	..	49,082	90,813
Tobacco	..	..	..	..	..	156,011	264,005
Cigars	..	..	..	..	bundles of 1,000	46,085	111,050
Southern Fruits ..	..	..	..	..	centners	91,362	115,075
Wines and Spirits ..	..	..	..	..	quarts	2,346,949	5,985,181
Corn, Grain, and Pulse, average 1851-55 ..	..	..	..	..	centners	2,426,148	3,155,809
Hops	..	..	..	..	..	4,843	26,058
Flour and Breadstuffs, average 1851-55 ..	..	..	..	..	..	113,255	389,832
Dye Stuffs	..	..	..	..	..	136,221	368,918
Herrings	..	..	..	..	casks	27,018	109,294
Butter, Cheese, and Lard, average of 1851-55	..	..	..	..	centners	190,687	232,279
Salt	..	..	..	..	lasts	1,549	9,451
Drugs and Chemical Productions	..	..	..	..	centners	50,899	161,547
Metals and Ores, including Iron Rails	..	..	..	..	..	561,141	1,868,908
Coals and Coke	..	..	..	..	lasts	66,397	303,893
Hides and Leather	..	..	..	..	centners	127,243	255,348
Calf, Sheep, and Goat Skins	..	..	..	..	pieces	746,328	2,600,793
Horns	..	..	..	..	..	1,013,513	688,928
Hair, Bristles, &c.	..	..	..	..	centners	3,971	17,768
Train Oil	..	..	..	..	steckpans 36 lbs.	180,226	282,787
Tallow	..	..	..	..	centners	4,894	8,175
Pitch and Tar	..	..	..	..	barrels	12,914	34,403
Oils, Palm, Cocoa-nut, &c.	..	..	..	..	centners	141,090	327,852
Oil Seeds and Oil Cakes, average of 1851-55 ..	..	..	..	..	..	212,538	326,157
Wool, Cotton, and Spinning Materials	..	..	..	..	..	371,523	709,691
Yarns, Cotton, Woollen, & Linen, &c., average } of 1851-55	..	..	..	..	..	526,442	379,508
Manufactures of Cotton, Woollen, } Linen, &c.	..	..	..	..	value in mks. banco	73,387,234	121,208,710
Leather, Indiarubber Wares, average of 1851-55 ..	..	..	..	..	..	2,513,308	4,867,980
Furniture	..	..	..	..	..	134,012	224,430
Printed Books, Pictures, &c.	..	..	..	..	..	1,786,952	2,989,230
Paper, &c.	..	..	..	..	..	1,213,678	2,141,660
Glass, Porcelain, and Pottery	..	..	..	..	..	5,067,912	7,127,750
Iron Wares, coarse, average of 1851-55	..	..	..	..	centners	88,352	163,559
„ fine	..	..	..	..	value in mks. banco	4,305,634	4,988,940

Corn Trade.—The corn trade of Hamburg is well known to have entirely altered its character since the abolition of the English protective system of corn-laws. Formerly, large quantities of corn were kept in warehouse here, and in other parts of the North Sea and the Baltic, ready to be shipped to England on the shortest notice ; but now it is not found necessary to keep stores of wheat or other grain ; and, as in other branches of trade, orders for grain of every description, when wanted, are sent to the growers in the interior, who forward supplies to the seaports for exportation as occasion may require. The total supplies brought to Hamburg in 1865 (an average year of production) was as follows :—

Articles.	Quantities.	Average price per last.
Wheat.. ..	23,009 lasts of 5,400 lbs.	129 $\frac{1}{2}$ Pr. Dollars.
Rye	11,791 " 5,100 "	96 $\frac{3}{8}$ "
Barley	11,779 " 4,800 "	97 $\frac{3}{8}$ "
Oats	5,867 " 3,600 "	72 $\frac{1}{8}$ "
Buckwheat	472 " 4,800 "	92 $\frac{1}{8}$ "
Maize	8,364 centners ..	3 $\frac{3}{4}$ " pr. centner

In the course of the year 1866 a brisk demand for wheat arose here, in consequence of the comparatively scanty harvests in Great Britain and France, accompanied by a considerable rise of prices ; and the quantity shipped for British ports is believed to have been much greater than in the year preceding. The following were the quarterly prices in 1866, for wheat and other grain shipped free on board in the port of Hamburg :—

Quarters ending	Wheat (best.)				Rye.				Barley.				Oats.							
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.				
March 31 ..	45	3	to	51	6	30	3	to	38	3	30	9	to	48	0	21	3	to	26	0
June 30 ..	46	2	"	53	0	31	4	"	36	6	31	4	"	42	4	22	6	"	27	6
September 30 ..	48	6	"	58	0	30	6	"	38	0	30	9	"	44	0	20	9	"	26	6
December 31 ..	54	0	"	63	6	35	10	"	43	6	36	6	"	48	6	19	3	"	25	9

Exports.—The amount of the annual exports from Hamburg cannot unfortunately any longer be ascertained, inasmuch as no official account of them has been kept since the year 1856, when the former export duty was abolished.

British Trade.—The British trade with Hamburg has continued to increase. The imports from Great Britain, in 1865, exceeded in quantity those of any former year ; and although the estimated value thereof was less than in 1864, it considerably exceeded the average value of the imports in the five years 1860-64. The gradual development of our trade will be manifest by the following retrospect of British imports into Hamburg :—

				Weight.	Value.
				Centners.	Marks Banco.
1860	..	..	..	12,588,276	164,402,060
1861	..	..	..	12,919,051	157,547,020
1862	..	..	..	12,480,439	168,454,000
1863	..	..	..	13,212,096	227,662,170
1864	..	..	..	13,671,240	252,577,680
Average of 5 years ..				12,980,220	194,128,586
1865	..	..	..	15,102,810	227,601,820

Of these imports, the leading articles appear to have been as under-mentioned :—

IMPORTS into Hamburg from Great Britain and Ireland in 1865.

Articles.	Quantity.	Value.
Cotton-wool centners	510,686	Mks. Banco. 36,254,330
Woollen and mixed Woollen Yarn	121,719	30,467,300
Cotton-yarn and Twist	161,675	27,247,020
Woollen and mixed Woollen manufactures	..	19,435,880
Cotton manufactures	..	17,586,310
Linen-yarn and Thread	64,376	7,269,120
Linen manufactures	..	6,150,760
Various manufactured stuffs	..	5,713,700
Sheep's-wool	45,941	4,838,000
Machinery	..	4,019,420
Silk	2,186	2,663,940
Silk and mixed Silk manufactures	..	2,423,140
Indigo	6,593	2,922,590
Linseed Oil	88,662	2,061,690
Pig Iron	890,015	2,196,790
Wrought Iron	273,474	1,813,600
Fine Iron manufactures	..	1,658,030
Kip-skins, East Indian	37,954	1,522,580
Coffee	42,294	1,979,970
Tea	12,909	1,273,170
Coals	248,614	5,420,120
Slates	10,572,912	1,045,540
Horses	1,110	1,490,200
Coin and Bullion	..	5,168,730
Total	..	227,601,820

The market prices of the leading articles of trade at Hamburg, at the close of the year 1866, were, according to the official Price Current, as undermentioned :—

Articles.	Prices.
Cotton, viz. :—	
Georgia and other N. American per lb.	14½ to 15 Sch. Banco.
Laguayra, Porto Cabello, &c.	13½ 14½ "
Surat	8½ 12 "
Bengal	8½ 9½ "
Butter, Holstein stubble	14 15 Sch. curr.
Beef, smoked Hamburg	8½ "
Brandy, Cognac per 3ths	60 to 125 Mks. curr.
Coffee, Rio, ordinary per lb.	4½ 4¾ Sch. Banco.
" Java, ordinary	8 10 "
" Mocha, ordinary	11 12 "
Cacao, Bahia	4½ 4½ "
" Caraccas	10 11 "
Clover-seed, Rhenish red per 100 lbs.	50 59 Mks. curr.
Copper, Norwegian	60 Mks. Banco.
" English manufactured	64 "
Cement, Roman per 360 lbs.	8 Mks. curr.
" Portland per 387 lbs.	9 "
Corn on the spot, viz. :—	Dollars of 3 Mks. curr.
Wheat, Silesia yellow per last of 5,400 lbs.	125 to 130 Dollars.
" Anhalt red	125 132 "
" Lower Elbe	124 130 "
Rye, Prussian Baltic per last of 5,100 lbs.	120 125 "
" Mecklenburg	120 129 "
Barley, Anhalt per last of 4,800 lbs.	106 112 "
" Holstein	108 114 "
Oats, Mecklenburg per last of 3,600 lbs.	74 78 "
" Lower Elbe,	66 72 "

Articles.		Prices.	
Coals (to be received on board) ..			
Newcastle, steam ..	per last ..	32	Mks. curr.
Sunderland, nut ..	" ..	28½	"
Welsh ..	" ..	41	"
Cannel ..	" ..	37	"
Coke ..	" ..	26	"
Cigars, real Havannah, ordinary ..	per 1,000 ..	45 to 60	"
" superior ditto ..	" ..	200 300	"
Dyewood, viz.:—			
Laguna Campeachy ..	per 100 lbs. ..	5½	5¾ Mks. Banco.
Domingo ..	" ..	3½	3½ "
Dyewood, extracts of, viz.:—			
Logwood ..	per lb. ..	3½	4 Sch. Banco.
Yellow wood ..	" ..	9½	"
Red wood ..	" ..	14	"
Flour, of wheat for exportation:—			
First sort ..	per 177 lbs. ..	24 to 24½	Mks. Banco.
Second ditto ..	" ..	23½ 23½	"
Guano, Peruvian ..	per 2,000 lbs. ..	160 174	"
		Dollars of 3 Mks. curr.	
Peas, Prussian Baltic ..	per last of 5,600 lbs. ..	120 140	Dollars.
Beans ..	per last of 5,520 lbs. ..	115 125	"
Rapeseed, Mecklenburg ..	per last of 4,800 lbs. ..	154 162	"
Gin, Hamburg ..	per 20 quarts ..	17½	"
Raw spirits (at 80 per cent. tralles) ..	" ..	22½	"
Potato spirits rectified (at 89-90 per cent. tralles) ..	" ..	28 30	"
Hams, smoked, Hamburg ..	per lb. ..	9½	10 Sch. curr.
Hides, Rio Grande, salt ..	per hide ..	6 7	Mks. Banco.
" Rio Janeiro, salt ..	per lb. ..	4¼ 5¼	Sch. Banco.
" East Indies ..	tips ..	5 8½	"
Hemp, Manilla ..	per 100 lbs. ..	30 35	Mks. Banco.
" East Indies, (jute) ..	" ..	16	"
" Petersburg, clean ..	" ..	31	"
Herrings of 1866 ..	per barrel ..	35½	"
Scotch, full ditto ..	" ..	27	"
Norwegian fat ..	" ..	20 to 23	"
Iron, English pig No. 1 ..	per 100 lbs. ..	2½	"
" Scotch pig No. 1 ..	" ..	2½	"
" English bar, ordinary ..	" ..	5½	"
" Stafford bar, ordinary ..	" ..	7	"
" Swedish bar, ordinary ..	" ..	8½ to 8½	"
" English plate ..	" ..	8½ 10½	"
Lead, English soft, in trays ..	" ..	14¾	"
" " " in rolls ..	" ..	15¾	"
" German, in trays ..	" ..	13½	"
Leather, sole, of Holland ..	per lb. ..	12 to 15	Sch. Banco.
" German ..	" ..	13 16	"
Lard, Hamburg ..	" ..	8 9	Sch. curr.
Molasses, Hamburg ..	per 100 lbs. ..	9¾ 10	Mks. Banco.
" English ..	" ..	14¾ 15	"
Pitch, Archangel ..	per 300 lbs. ..	13½	"
" Swedish ..	per barrel ..	14½ to 15	"
Petroleum, refined ..	per 100 lbs. ..	16 17	"
Resin, French brown ..	" ..	7 11	"
Rice, Java ..	" ..	9 15	"
" Rangoon ..	" ..	8 8½	"
Rags, S. P. F. F. ..	per 102 lbs. ..	21½	Mks. curr.
" H. W. ..	" ..	1½	"
" cloth ..	" ..	10½ to 20	"
Rum, Havannah ..	per 20 quarts ..	27	Dollars of 3 Mks. curr.
Sugar, raw Bahia and Maroim ..	per 100 lbs. ..	118½ to 19½	Mks. Banco.
" Cuba and Surinam ..	" ..	3½ 14½	"
" refined, Raffinada ..	per lb. ..	4½ 5	Sch. Banco.

Articles.			Prices.		
Sugar, steam refined	.. per lb.	..	3 $\frac{9}{16}$	4 $\frac{1}{8}$	Sch. Banco.
Sulphur, refined	.. per 100 lbs.	..	7	7 $\frac{1}{8}$	Mks. Banco.
Soda, calcined	..	..	9 $\frac{1}{2}$	10	"
" crystallized	..	..	5	5 $\frac{1}{4}$	"
Saltpetre, East India	..	..	15	16	"
Ship biscuit	..	..	15 $\frac{1}{2}$	19 $\frac{1}{4}$	Mks. curr.
Tobacco, viz. :—					
Havanna wrappers	.. per lb.	..	24	100	Sch. Banco.
Maryland and Ohio	..	..	5	10	"
Hungarian	..	..	2 $\frac{3}{4}$	9	"
Tin, Banca	..	..		9 $\frac{3}{8}$	"
" English in blocks	..	..		9 $\frac{7}{8}$	"
" " in staves or bars	..	..		10 $\frac{1}{8}$	"
" " in plates	.. per 225 trays	..	22 $\frac{1}{2}$ to	26 $\frac{1}{2}$	Mks. Banco.
Tea, Congo	.. per lb.	..	11 $\frac{1}{2}$		Sch. Banco.
" Souchong	..	..	15	40	"
" Pekoe	..	..	13	72	"
" Young Hyson	..	..	12 $\frac{1}{2}$	86	"
Wool, Mecklenburg	..	..	20	22	"
" Prussian	..	..	20	25	"
" Austrian	..	..	16	18	"
" Lambs	..	..	24	32	"
White Lead, English	.. per 100 lbs.	..	21	21 $\frac{1}{2}$	Mks. Banco.
" " Dutch	..	..	19	19 $\frac{1}{2}$	"
Zinc, Silesian, on the spot	..	..		14 $\frac{5}{8}$	"

Land Carriage.—The traffic of waggons and other carriages through the city gates, where they are no longer subject to *octroi*, continues very considerable, notwithstanding the increased railway traffic. Upon an average of the five years, 1861 to 1865 inclusive, the number of waggons carrying goods on freight, which passed in and out of the city, was 3,839, and that of all other laden carriages so passing was 376,221.

Railway Traffic.—The traffic of Hamburg with the interior of Germany, in goods and cattle, by the Hamburg-Berlin Railway, in the year 1865, stood as follows :—

			Arrived.	Departed.
Goods	..	.. centners	3,566,938	3,653,450
Cattle	..	.. heads	438,039	1,019

The dividend paid to the shareholders for the year in question, was, letter A, 9 $\frac{1}{2}$ per cent., and letter B, 8 $\frac{1}{2}$ per cent. per annum. The original shares now stand in the market at the price of 155 per cent.

The other railway, now terminating by a branch at Hamburg, is the Altona and Kiel line, which conveyed, in the course of the year 1865, 661,351 passengers, 3,124,803 centners of goods, and 465,717 head of cattle. This Company paid a dividend, for the year mentioned, of 10 per cent. per original share. The market value of such shares stands at present at 133 per cent.

Cattle Market.—The Hamburg Central Cattle Market, held thrice a-week, in the suburb of St. Paul's, adjoining the city, is the largest in Northern Germany. The transactions of the Central Market, in the year 1865 (besides those of a smaller market at the Hammerbrook), are officially reported to have been as follows :—

	Oxen and Cows.	Sheep and Lambs.
Brought to market	79,514	305,408
Of which sold.. ..	64,018	239,893

According to another account, the number and value of the cattle, sheep, &c., brought to Hamburg in the same year, from Prussia, Hanover, Mecklenburg, Holstein, and other parts of the interior, chiefly by railway, were as undermentioned:—

	Number.	Value.
		Marks Banco.
Oxen and Cows	64,560	11,104,000
Calves	34,591	1,384,000
Pigs	317,175	10,572,000
Sheep and Lambs	269,050	4,037,000
Total	683,376	27,097,000

The exact number of cattle exported to Great Britain cannot be stated, but the growing importance of this branch of trade will be obvious from the above figures. The average cattle-prices in the Hamburg market, during the five years ending with 1865, are thus returned in marks courant per 100 lbs. net weight:—

	Oxen.		Calves.		Pigs.	
	Mks.	Schlg.	Mks.	Schlg.	Mks.	Schlg.
1861.. ..	40	10	38	12	37	7
1862.. ..	40	12	40	3	36	12
1863.. ..	40	8	37	5	30	4
1864.. ..	42	14	37	9	30	3
1865.. ..	38	6	39	—	34	13

After the outbreak of the cattle murrain in Great Britain, a strict medical examination of all cattle shipped from Hamburg was instituted by the authorities, which examination has latterly been discontinued as unnecessary, there not being the slightest trace or suspicion of the existence of any disease among the cattle in this part of Germany.

Bills of Exchange.—The amount of the bill-broking and discounting business transacted at Hamburg, in 1865, did not materially differ from that of the previous year. The number of bills of exchange payable at Hamburg, which were discounted in 1865, exclusive of those made payable at other places, was 304,518, the average term of such bills being three months. The stamp-duties levied upon these bills, at the rate of 100 marks courant duty upon 128,000 marks banco, amounted to 520,504 marks courant, which gives, as the total approximative value of the bills drawn, the sum of 666,245,000 marks banco. In 1866 the amount of stamp-duties levied was 520,892 marks courant, which, at the same calculation, gives 666,741 marks banco as the total value of the bills discounted in the last-mentioned year. A monthly account of the bill-stamps issued continues to be regularly published by the Hamburg Government.

Banks.—The Bank of Hamburg being now obliged by law to publish weekly its stock of silver and other coin, we find its assets, at the expiration of each quarter of the past year, to have been as follows:—

	March 31.	June 30.	Sept. 30.	Dec. 31.
	Mks. Banco.	Mks. Banco.	Mks. Banco.	Mks. Banco.
Silver in Bars	7,131,930	9,318,632	11,146,606	13,337,291
Loans upon Silver Coin ..	5,249,114	4,050,511	3,442,084	1,976,038
" " Gold Coin ..	156,627	1,274,231	977,102	970,286
" " Copper Coin ..	3,537	55,129	50,045	51,519
Total	12,541,208	14,698,503	15,615,837	16,375,134

The transactions of the two joint-stock banks, established in Hamburg, have now become so large as to absorb the greater part of the business formerly in the hands of private bankers. The North-German Bank, whose capital is 20,000,000 marks banco, realised, in 1865, a profit of 2,011,776 marks banco, upon transactions to the value of 2,473,759,517 marks banco, and paid a dividend of 45 marks per share of 500 marks banco, or 9 per cent. per annum. For the year 1866, the dividend declared was 42 marks 8 schillinge banco per share, or $8\frac{1}{2}$ per cent. The business of the Union Bank of Hamburg likewise continues to increase. Its total transactions, in 1865, amounted to 2,194,139,639 marks banco; and it paid a dividend of 3 marks 7 schillinge per share of 200 marks banco (40 marks paid up), or about $8\frac{2}{3}$ per cent. per annum. The transactions in the year 1866 amounted to 2,246,947,256 marks banco; and the dividend paid for that year was 4 marks 2 schillinge banco per share, or $10\frac{5}{6}$ per cent. As no alteration has yet been made in the long-established currency of Hamburg, the banks still keep their accounts in marks banco, unless their customers wish to have them kept in marks courant, which is the currency in general use by tradesmen, and in small pecuniary transactions.

Exchange on London.—The fluctuation of the monthly rates of exchange, for bills on London, will be seen by the subjoined Table. The rates are quoted as they stood on the 1st of each month, in Hamburg marks banco per 1*l.* sterling:—

Date.	Bills, at 3 Months' Date.		Bills at Sight.	
	Marks	Schlg.	Marks	Schlg.
January	13	0 $\frac{1}{2}$	13	4
February	13	2	13	5 $\frac{1}{2}$
March	13	3 $\frac{1}{2}$	13	6 $\frac{1}{2}$
April	13	3 $\frac{1}{2}$	13	6 $\frac{1}{2}$
May	13	2 $\frac{1}{2}$	13	4 $\frac{1}{2}$
June	13	0	13	3 $\frac{1}{2}$
July	13	0 $\frac{1}{2}$	13	3
August	13	3 $\frac{1}{2}$	13	6 $\frac{1}{2}$
September	13	4	13	6
October	13	3	13	5
November	13	3 $\frac{1}{2}$	13	5 $\frac{1}{2}$
December	13	3 $\frac{1}{2}$	13	5 $\frac{1}{2}$
Average of the Year..	13	2	13	5

The average rate of exchange, during 1866, between Berlin and Hamburg, was, for bills at sight, 153 $\frac{1}{2}$ Prussian dollars per 300 marks banco; and for bills at two months' date, 151 $\frac{1}{2}$ Prussian dollars per 300 marks banco.

Rates of Discount.—The rate of discount at Hamburg, for first-class paper, at the commencement of the year 1866, was from 6 to 7 per cent.;

on the 11th of May, in consequence of the monetary crisis in London, it had risen to 8 per cent.; on the 20th of July it fell to 4 per cent; on the 4th of August to 3 per cent.; and from that date to December 1st it ranged from 3 to 4 per cent. At the close of the year money had become so easy that the discount did not exceed 3 per cent., and in some instances even lower rates were charged. The average rate of discount in the year is taken to have been $4\frac{1}{2}$ per cent.

Measures.—The English equivalents of the measures, weights, and moneys used at Hamburgh, and quoted in this Report as they stood at the close of last year, will be found in the subjoined Table:—

Measures.

<i>Of Hamburgh.</i>		<i>British.</i>
100 feet in length	..	=94·02 feet in length.
100 „ square	..	88·400 „ square.
100 „ cubic	..	83·115 „ cubic.
100 ells (of cloth)	..	62·681 yards.
100 barrels (fass) of corn	..	18,901 imperial quarters.
100 quarts (viertel) of liquid	..	159·470 imperial gallons.
1 commercial last of 6,000 lbs.	..	3 tons burthen.
1 old ship last of 4,000 lbs.	..	2 ditto.
1 corn last	..	$11\frac{1}{2}$ imperial quarters.
<i>British.</i>		<i>Of Hamburgh.</i>
100 feet in length	..	=106·359 feet in length.
100 „ square	..	113·122 „ square.
100 „ cubic	..	120·816 „ cubic.
100 yards (of cloth)	..	159,531 ells.
100 imperial quarters (of corn)	..	529·071 barrels (fass).
100 imperial quarters (of liquids)	..	62·708 quarts (viertel).
3 tons burthen	..	1 commercial last.
2 tons ditto	..	1 old ship last.
$11\frac{1}{2}$ imperial quarters	..	1 corn last.

Weights.

<i>Of Hamburgh.</i>		<i>British.</i>
100 new lbs. (1858) or 1 centner	..	=110·232 lbs. avoirdupoise.
100 marks, Bank weight	..	62·6554 lbs. troy.
<i>British.</i>		<i>Of Hamburgh.</i>
100 lbs. avoirdupoise	..	= 90·718 new lbs. (1858).
100 lbs. troy	..	159·6032 marks, Bank weight.

Moneys.

1 mark of fine silver (fixed value)	..	= 27 marks 12 schillinge (Banco).
1 mark of fine gold	..	425 marks (Banco).
100 Hamburgh marks (Banco)	..	7·500 <i>l.</i> sterling.
100 Hamburgh marks current	..	5·950 <i>l.</i> „
100 Prussian dollars	..	13·820 <i>l.</i> „

III. AGRICULTURE.

Soil and Crops.—The small territory of Hamburgh, comprising, with the moiety of Bergedorf (held conjointly with Lubeck) only 6·39 square German miles, is divided into the Geestland and the Marsch-land. The latter consists principally of the islands in the river Elbe and its branches, and of the lands on each side of their course. Its soil is a strong clay, intermixed with deposits from the overflow of the river, and about two-thirds of it are under the plough, the rest being kept as grass land. It is very fertile, owing to the frequent floods in winter and spring; and water-mills are built upon it, as well as sluices to drain off the water. The Geestland, originally part of Holstein, is of a light, sandy quality. About one-fourth of it is used as grass-land; the

rest is under the plough ; but the arable land unless well manured, produces scanty crops. Scarcely any cattle are fattened within the Hamburg limits. The Bergedorf district consists chiefly of garden-ground, which is well irrigated, and sends large supplies of vegetables and fruit to the city market. The industrious population of this district bears the name of Vierländer, and came originally as a colony from Holland. The land at Ritzebittel at the mouth of the Elbe is light and sandy, like the Geestland, and the greater portion of it is mere heath and common, suitable more for sheep runs than for agricultural purposes.

The crops round Hamburg, like those of the neighbouring countries of Mecklenburg and Hanover, in 1866, for the most part, exceeded those of an average year. Wheat was heavy in grain, and abundant in straw. The sorts called Manchester wheat and sand wheat (Spalding's prolific) were found to produce more than any other. Rye was generally light in grain, and the yield rather less than in the preceding year. Barley, especially when sown early, and oats, yielded satisfactorily, and the crop of peas was abundant. The custom of sowing Menegekorn, that is, a mixture of barley, oats, rye, and pulse, has been found to answer well, and the yield of this mixture last summer was generally plentiful. The potatoe disease was observed here and there, but was exceptional only, as the mass of the potatoes raised proved good and sound throughout this part of Germany. The high corn prices which ruled in the Hamburg market during last summer and autumn, were the natural effect of the deficient harvests in Great Britain and other foreign countries.

IV. POPULATION AND INDUSTRY.

Inhabitants.—An official census of the population of the Hamburg territory was taken on the 3rd December last, of which the following general result has been announced :—

	Inhabitants.
City, with suburbs of St. Georges and St. Pauls	219,144
Rural districts, including Ritzebittel	65,377
Part of Bergedorf, held jointly with Lubeck	6,000
	290,521

The above statement is given exclusive of 10,411 Hamburg citizens who were absent when the census was taken ; but it comprises 2,386 strangers who were present on that day. It indicates an increase of above 30 per cent. upon the population returned at the census of the year 1861.

Houses.—According to an account taken for the purpose of the land-tax in 1866, the number of inhabited dwellings in the city and its suburbs was 50,101, of which 6,406 were separate houses or hotels, and the rest were either floors, cellars, or parts of houses or warehouses, and counting-houses used for business. The total rent, or annual value of these localities is given at 19,552,400 marks courant (nearly 1,200,000*l.* sterling). Now, as the total income of the Hamburg citizens rated to income-tax within the city and its suburbs is about 100,500,000 marks courant (above 6,000,000*l.* sterling), to which should be added nearly 20,000,000 for the incomes of the poorer class of people, not rateable, it follows that the rent, or annual value, of house property in Hamburg is equal to about one-sixth of the entire annual income enjoyed by the citizens, arising from trade and all other sources.

Value of Land.—Building speculations have, for some years past, been carried on with great activity in the immediate vicinity of the town, and the consequence has been an enormous rise in the value of suburban land. Prices of 1, 2, and 3 schillinge courant (1*d.* to 3*d.* sterling) per square foot are easily obtained; and a large sale has recently been effected by St. John's Convent (formerly a religious house, and now a charitable institution) at 4 schillinge courant per square foot, whereby 16,000,000 square feet of well-situated land will be made available to the public for suburban villas, and the convent will realize a capital of 4,000,000 marks courant (240,000*l.* sterling). In another recent instance, 10,000 square feet of land, near the harbour, were sold to a brewery for 60,000 marks courant (3,600*l.* sterling), being at the extravagant rate of 6 marks per foot, than which no higher price has yet been heard of.

Manufactories.—The manufactories established within the Hamburg territory have, of course, suffered from the effect of the war in Germany, but are beginning to revive again. They are chiefly sugar-refineries, breweries, distilleries, ironworks, copper-smelting works, engine factories, cotton-mills, biscuit-baking houses, and factories of cement, chemical stuffs, railway-carriages, soap, cured beef and pork, and imitation wines. What proportion of these articles are exported, it is no longer possible to ascertain; but it is on record that the average value of Hamburg produce and manufactures exported in the four years 1853 to 1856 was 25,000,000 marks banco (nearly 2,000,000*l.* sterling). Of these goods, it should be observed that little more than the fourth-part is entirely produced or manufactured in Hamburg; the rest of them are only partially improved or worked up, and consequently leave but a small profit to the manufacturer. It is, therefore, argued by the partisans of accession to the Zollverein that the industry of Hamburg requires a larger field of development, and is susceptible of much extension, if its manufactories were brought within the line of the Prussian Customs system.

The manufactory of nitro-glycerin oil (Mr. Nobel's), at the Krümmel, in Lauenburg, prepares an explosive substance ten times more powerful than gunpowder, and which has already been the cause of some terrible disasters. There are said to be only three similar manufactories in Europe. Mr. Nobel has lately discovered a method of rendering this oil so far inexplusive that it may safely be transported by railway or steamer without, however, losing the destructive quality which it possesses in so high a degree.

The effect of the enlargement of the excise line, which took place in 1865, has been favourable to the traffic of the city of Hamburg with the interior, and has also led to an increase of revenue, the Excise duties on consumption having produced, in 1865, the sum of 953,618, and in 1866, the sum of 1,094,808 marks courant (about 65,000*l.* sterling).

V. PUBLIC WORKS.

Railways, &c.—The Junction Railway constructed through the suburbs of this city, which connects the Berlin-Hamburg with the Altona-Kiel line, was opened to the public in the course of last summer, and the traffic upon it has since been considerable. By means of this junction, the railway communication between Berlin and the Holstein and Schleswig lines, extending into Denmark, has been rendered complete. The new quay and warehouses on the Elbe, near the Sand-Thor, were finished in August, and steamers and other large vessels now discharge there regularly. The Sand-Thor wharf is connected by a short railway with the Hamburg-Berlin Railway station. At the

Grasbrook, where a new wharf is also contemplated, no progress has been made. The plan, so long entertained, of a railway bridge across the Elbe, to connect Hamburg with the Harburg station, has been much talked of here since the acquisition of Hanover by Prussia, and its realisation, with the aid of the Prussian Government, is confidently hoped for. The cost of such a bridge, estimated at 8,000,000 Prussian dollars, would doubtless prove remunerative, in consequence of increased traffic, especially if it should be made a part of a direct railway line to Bremen, to be extended to Osnabruck, so that Hamburg might come into direct connection with the Cologne-Minden and other lines leading to Belgium and Holland. For a railway to Cuxhaven nothing has yet been done; but the Hamburg Government continues its annual outlay for the improvement of the harbour at that port, which is probably destined to become one day a part of Prussia, like the surrounding territory. The project of the Schleswig-Holstein Canal remains pretty much where it was a twelvemonth ago. All that has been done since the annexation of the Duchies to Prussia, is the granting of a concession to Mr. Hansen, the engineer, to survey a line from St. Margaret's, on the Elbe to Eckernföde on the Baltic; and also a branch line from Kiel harbour into the line formerly surveyed by him between the Elbe and Neustadt. Of the joint-stock company announced the year before last for constructing the canal, in which the Prussian Government was to take a large share, nothing has since been heard.

VI. GENERAL REMARKS.

The legislation effected by the governing body at Hamburg in the course of last year, presents little worth notice as affecting navigation or trade. The new Harbour Ordinance, dated April 18, 1866, prescribes the police regulations to be observed by ship-masters and others within the port, which do not materially differ from the Harbour Regulations previously in force. A re-constitution of the ancient Commerz-Deputation, which for two centuries has watched over the commercial interests of the city, has taken place, and a larger field of action has been assigned to that body under the more modern designation of the Chamber of Commerce. The Chamber is fortunate in retaining the services of its able secretary, Dr. Soetbeer, whose works on subjects of trade and national economy are well known to the commercial world.

State Finances.—The public expenditure of the free city of Hamburg has, for several years past, ranged from 10,000,000 to 12,000,000 marks courant annually, but the outlay for public works has of late been increasing, and the state budget for the current year will be found to exceed slightly the last-mentioned sum. The following are the leading items of the public revenue and expenditure, as officially estimated for the year 1867.

Receipts.

		Marks Courant.
1. State property, domains, and royalties	..	1,769,863
2. Taxes and Duties	..	9,391,300
3. Official fees	..	779,000
4. Miscellaneous	..	62,340
Total	..	12,002,703
		or £720,000

<i>Expenses.</i>				Marks Courant.
1. Senate and Burgership	..	..	..	434,898
2. Finances, including Public Debt	..	..	..	4,906,741
3. Trade and Commerce	..	..	..	335,020
4. Buildings and Works	..	..	..	2,196,359
5. Army	..	..	..	964,510
6. Education	..	..	..	157,854
7. Justice.. .. .	..	..	..	395,219
8. Police	..	..	..	921,795
9. Charitable Institutions	..	..	..	1,010,670
10. Foreign Affairs	..	..	..	122,625
11. Suburbs and Rural Districts	..	..	..	192,579
12. Miscellaneous.. .. .	..	..	..	364,253
Total				12,002,703
				or £720,000

Political Position.—Although the state budget, as well as all other matters of internal administration, remain under the control of the Senate and Burgership as heretofore, it is important to bear in mind that, in consequence of the events of the late war in Germany, the republic of Hamburg has ceased to be independent, having been obliged to surrender to Prussia a large portion of the sovereign rights which it had exercised for so many years, without any other restriction than its federal obligations towards the Germanic Confederation. The dissolution of that Confederation, and the predominance acquired by Prussia in Germany, have led to a new alliance between the Northern and Central States, under the name of the North-German Confederation. According to the existing treaty between these states, dated August 18th, 1866 (based upon the Prussian programme of June 10th preceding), the Hanse Towns, as members of the new alliance, have placed their military forces under the command of the King of Prussia, and have further engaged to submit themselves to the decisions of the German Parliament, in regard to the future constitution of Northern and Central Germany. The city of Hamburg, therefore, like the other petty states concerned, has, in reality, lost its political autonomy, and stands towards the crown of Prussia, more in the relation of a municipal body, than of a power invested with the rights of independent sovereignty.

Commercial unity.—In a commercial point of view, the design of the new Confederation is to establish a more complete unity than has yet been realised among the states of Northern and Central Germany, to which the Southern States will be at liberty afterwards to accede if they should be disposed to do so. The former Zollverein has in fact reached its end ; and in its place a new union has been formed, in which several states not belonging to the old Zollverein are comprised—such as Mecklenburgh and the Hanse Towns, and the newly acquired Prussian territories of Schleswig and Holstein. The new Zollverein will be identical with the North-German Confederation, and unless Bavaria and the Southern States should become members of that confederation, they will have to make special arrangements, by treaty, for continuing their connection with the North, in respect of the customs tariff and commercial system.

Objects of Union.—The newly Confederated states are to form a common and united territory for customs and trade, in which the erection of free ports is stipulated. They are likewise to have a common system of weights, measures, and coinage ; of paper-money and banking ; of patents for inventions, and protection of literary property ; of legislation for settlements and the exercise of trades ; of consular protection abroad ;

of railways and river navigation; of posts and telegraphs; and of civil suits for debts and bankruptcy proceedings. Whenever such improvements shall have been realised, it must be admitted that Germany has gained something in a material sense, by the union with Prussia of the petty states bordering upon her frontiers. The assimilation of commercial legislation, and the removal of all impediments to traffic and social intercourse between one state and another, cannot but advance the industrial prosperity both of Prussia herself, and of the Northern and Central States associated with her in the work of consolidation. The only regret will be if the Southern States should keep aloof from the new customs union, and should not perceive how deeply their own material welfare must be involved in an early accession to the commercial policy of Prussia and her allies. An united Germany, if not politically, at least commercially, is assuredly the wish of the most reflective and intelligent portion of the German nation.

Interests of Hanse Towns.—The future position of the Hanse Towns, in the new customs union, has of course excited great interest, and some apprehension among the members of those mercantile communities. Although the Prussian Government has consented, as above-mentioned, to the establishment of free ports, yet the dimensions of such ports, and the details of the arrangements to be made respecting them yet remain to be settled; and there is some difference of opinion among the commercial classes, whether the continuance of the free port system is in reality more desirable than the unconditional accession of the Hanseatic territories to the Prussian customs union. At Lubeck, manufacturing and retail interests, which desire the accession, seem at present to be stronger than the advocates of a free port. At Bremen, where a Zollverein custom-house for the clearance of goods into the interior, has long been established, the feeling in favour of keeping a free port appears to be almost unanimous. At Hamburgh there is a party for the accession, and another for the free port; but the latter is so much more numerous and influential than the former, as to leave little doubt that the principle of a free port will, as regards this city, be adopted and carried into effect.

Hamburgh a Free Port.—The trade of Hamburgh is essentially one of transit, the place being the great mart to which foreign produce and manufactures are brought for the consumption of the interior, and from whence German productions are exported to foreign countries. At present every facility is given here to the transit trade, and the port is entirely free, subject to a moderate tonnage duty on shipping, and to a general import duty of $\frac{1}{4}$ per cent., from which a number of articles are exempted. The great majority of the Hamburgh merchants wish to maintain their free trade system, and that the privilege of a free port should be continued to the city, exclusive of its suburbs, or to such an extent of territory as the Prussian Government may be induced to consent to. This being granted, they propose that a custom-house with proper warehouses, should be erected at the Berlin railway station, or elsewhere in the immediate vicinity, for the clearance of goods to be dispatched into the interior, and which might thus pass immediately, on payment of duties, into the Zollverein territory. Now, as Prussia has already conceded in principal the establishment of free ports, there seems every probability of the adoption of the plan last described, whereby the course of trade at Hamburgh will go on pretty much as heretofore, at least for some years to come. The advocates of entire accession to the Zollverein are unable to overcome the objection that Hamburgh is at present without docks or warehouses suitable to a bonding system; and that although it may be difficult for Hamburgh to maintain, permanently, an isolated position since it has become completely surrounded by the

Prussian territories, some time will necessarily be required for preparation before such a change can be effected without serious loss to local interests. Therefore a free port seems the most proper arrangement for a period of transition, until the time shall arrive when the whole of the Hanseatic territories can be safely brought within the range of the Zollverein, and under the full operation of the Prussian customs system.

Position of Altona.—The town of Altona, adjoining Hamburg, has long enjoyed the privilege of a free port, and as that town, like the rest of the Duchy of Holstein, has become a part of the Prussian monarchy, it rests with the Prussian Government to determine whether it will concede to Altona an exclusion from the line of the Zollverein frontier, within which the Duchies of Holstein and Schleswig are about to be included. The merchants of Altona, as well as of Hamburg, have strong reasons for desiring that the two ports, which are locally united, should continue on the same footing as regards free trade, but the ministry of Commerce at Berlin is not fettered by any stipulations on this head, and it appears at present uncertain whether Altona will be included within the Holstein customs line, or otherwise.

British Interests.—In so far as British interests are concerned, there is not the slightest reason to apprehend that the changes about to be introduced into the commercial system of Germany, will lead to any restrictions upon our trade, or operate unfavourably to its further extension. The erection of the territories of Northern and Central Germany into one customs union, with a common system of weights, measures, money, and trading regulations, cannot but facilitate commercial intercourse with the territories proposed to be so united. The increased influence of Prussia may not unreasonably be expected to bring about a reduction and simplification of the customs tariff, and to liberalize, in every possible way, the commercial system hitherto adopted by the Zollverein. It is understood that the petty states will no longer be allowed the liberty to frustrate, by a single vote, measures of reform demanded by the general interests of the whole; and that the number of votes assigned to Prussia, in the legislation of the union, will be in due proportion to her real power, and to the scale of her territory and population. We may therefore anticipate that the reconstruction of Germany will, in the course of a few years, lead to a considerable advancement of free trade principles.

The main channels of British commerce with Germany are the rivers Elbe and Weser; and it has already been stated that the Prussian Government has consented to the establishment of free ports at Hamburg and Bremen, if the same are insisted upon on the part of those cities, which show every disposition to demand the fulfilment of the stipulation in question. The course of trade will, therefore, remain the same as heretofore, with the difference, that at Hamburg a custom-house will be erected (such as already exists at Bremen) for the clearance of goods intended to be despatched across the customs frontier into the interior of Germany. It can be attended with no disadvantage to importers, but will rather be a convenience to them to be enabled to clear their goods at the port of landing, instead of waiting till they arrive at Wittenberge, or some distant place on the old Zollverein frontier. Nor will there be any objection to British goods lying at Hamburg on sale, if desired as heretofore, inasmuch as the city itself will retain the character of a free port, with the additional accommodation of a custom-house in its suburbs, where the duties upon goods proceeding inland may be immediately paid.

The time may indeed arrive when the existing difficulties in the way of the complete accession of Hamburgh to the customs system of the North German Union may be overcome; and when, after the construction of proper warehouses and docks, the mercantile community may pass over to the opinion that a free port is no longer indispensable to their interests, and that the whole territory of the republic may safely be included within the customs line, provision being made for the maintenance of a good warehousing system within the limits of the city, such as that which has long been successfully adopted in the ports of Great Britain and other foreign countries. Even in this contingency, there is no ground for fearing an injurious effect upon the British trade with Germany in general. The only difference would be that the population of the small territory of Hamburgh would be subjected to higher duties than formerly, by being brought within the Prussian customs frontier, in the same way as the neighbouring districts of Mecklenburg, Lauenburg, and Holstein; but the exports from Germany to Great Britain would not be disturbed; nor need the British imports into Germany, by way of Hamburgh, be in any way affected by the inclusion of that city within the Prussian customs line. Our trade with the Elbe must always be mainly one of transit. If the goods are for consumption in the interior of Germany, it can be of no disadvantage to them to pay duty at Hamburgh, instead of at a more distant custom-house. If, on the other hand, they are destined for a foreign country beyond the limits of the Zollverein territory, they will not be liable to any transit duties, such duties having been for some time past abolished by Prussia and the States of the old Zollverein, and their revival under the new system being highly improbable.

Upon the whole, therefore, it is not easy to perceive that the political hegemony which Prussia has established in Northern and Central Germany is likely to interfere with the course of trade between Great Britain and Hamburgh, or other German ports. It is true that our trade has thriven under the free system which has so long been the means of attracting foreign commerce to the Hanse Towns, and that it might have been preferable if a state of things which was working so satisfactorily for all interests concerned had been entirely let alone. The practical question, however, is, whether any actual danger is now threatening us in a commercial point of view; and that there is no such danger, will, it is hoped, be sufficiently obvious from the considerations above stated.

Commercial Treaties.—The Zollverein Treaty of May 16, 1865, which bound together the German States concerned in a customs and commercial union, and was annulled by the war, has been provisionally renewed in order to give time for the formation of the new customs union, identical with the scope of the North German Confederation, so that the Southern States still remain commercially united with Prussia; and it is hoped they will not eventually separate themselves from the new Confederation in this respect. Negotiations are on foot for the renewal of the treaty of commerce between the Zollverein and Austria, dated April 11, 1865, which are expected to re-establish the commercial intercourse with the Austrian Empire upon its former footing, or nearly so. In the meanwhile, Austria has concluded a treaty of commerce and navigation with France, whereby important reductions of duties have been mutually conceded; and considerable advances been made on both sides in the direction of free trade. The overtures made on the part of the Zollverein to Russia, more than two years since, for a commercial treaty, have hitherto led to no result, the negotiation having been suspended in

consequence of the war ; but as a strong wish prevails in Germany, and to a certain extent also in Russia, for such an arrangement, and as the contraband traffic on the Russian frontier both injures the Imperial revenue and demoralises the population, it is hoped that the negotiation will be seriously resumed so soon as the organisation of the new commercial union in Germany shall have been securely and satisfactorily completed.

Hamburgh, February 10, 1867.

ITALY.

TURIN.

Report of Mr. Consul Colnaghi on the Agricultural Produce of Lombardy in 1866.

Cultivated Land.—The extent of land under cultivation in Lombardy is calculated at about 1,110,755 hectares (2,743,564 acres) which may be thus classed:—

	Acres.
Meadow lands	621,363
Rice fields	153,690
Wheat, maize, oats, rye, vines, &c. .. .	1,968,511

Average Production.—The average annual production of Lombardy is estimated as under:—

Wheat	imperial qrs.	6,706,050
Rye	" "	155,755
Oats	" "	105,233
Indian Corn	" "	1,031,700
Barley	" "	16,851
Rice	tons	34,456
Millet	imperial qrs.	92,853
Hay	tons	944,832

Wine.—Before the appearance of the oïdium, the average quantity of wine produced in Lombardy was estimated at 27,031,499 imperial gallons, at present it is less than one quarter of that quantity.

Grain Crops.—In 1866, the grain crops of Lombardy, taken as a whole, though they hardly attained the average, were at least sufficient to supply the wants of the Province.

Wheat.—A cold and rainy spring, followed by fogs in the month of May, greatly damaged the young wheat. The yield was, in consequence, about one-fourth less in quantity, as well as inferior in weight to the average.

Rye.—The rye, coming earlier to maturity and, moreover, being cultivated only in the light lands of Upper Lombardy, did not suffer from the prevailing fogs. The production of rye is, however, very small, and in yearly diminution.

Oats.—The yield of oats was equal to the average. A sufficient quantity only is grown to supply local consumption.

Indian Corn.—The cultivation of Indian corn is very extensive. The harvest was very abundant in 1865, but in 1866 the yield did not attain the average except in Upper Lombardy, where, owing to the rains which fell during the hot months, the crop was plentiful and fully sufficient for the wants of the district.

Rice.—The rice crop, owing to favourable atmospheric influences, was very abundant, superior in quantity to the yield of 1865, and of very fine quality.

Millet and Vegetables.—The yield of millet and vegetables in 1866 was fair and more than sufficient for the local consumption.

Hay.—The yield of hay, an article of first importance in the lower irrigated districts, was very plentiful and much above the average.

The Vine.—The cultivation of the vine, never so important a branch of agricultural industry in Lombardy as in the neighbouring provinces, is greatly decreasing. The best wine is made in the Vattelline, but only in small quantity.

Silk.—The produce of cocoons in Lombardy, before the disease, was calculated on an average at from 325,285 cwt. to 393,571 cwt. In 1866 the produce may be estimated at 157,440 cwt., of the value of 1,280,000*l.*

Milk, Butter and Cheese.—Milk, butter and cheese are among the principal and most important products of these provinces, and especially of the irrigated districts of Lower Lombardy. It is calculated that, exclusive of an enormous consumption of milk in kind, the manufacture of cheese amounts to 21,632 tons per annum, of a value of 1,200,000*l.* Of the total quantity, the cheese called "Parmesan," in England, but here known as "Grana," and made in Lower Lombardy, only is calculated as amounting to about 14,760 tons per annum, of a value of from 800,000*l.* to 880,000*l.* A considerable quantity of butter, estimated at about 14,700 tons, of a value of nearly 1,000,000*l.** is also made in Lower Lombardy.

According to the Government Official Report of 1864, the export of cheese from the whole kingdom of Italy amounted only to 3,393 tons, of the value of about 160,000*l.*, while the importation of the same article amounted to 4,966 tons, of a value of 220,000*l.*

Prices of Corn, &c.—The following Table gives the prices of corn, and other agricultural produce in Lombardy, during 1866:—

TABLE I, showing the prices of corn and grain, and other agricultural produce in Lombardy, during 1866.

Articles.	Italian Weights and Measures.	Italian Lire.		English Weights and Measures.	British Sterling.		Remarks.
		Lowest.	Highest.		Lowest.	Highest.	
Wheat... ..	Hectolitre	£ 17 50	£ 27 0	Impl. qrts.	s. 39 1½	£ 75 1½	
Rye	"	10 0	15 0	" "	22 4½	33 6½	
Oats	"	7 50	10 75	" "	16 9½	23 1	
Indian Corn ...	"	11 0	15 50	" "	23 7	34 8	
Rice (pugliese) ...	"	26 0	30 0	" lb.	abt. 1½	abt. 2	
" (other qualities) .	"	27 53	33 0	" "	1½	2½	
Millet	"	abt.	11 0	Impl. qrts.	"	24 7	
Hay	Quintal	5 50	6 0	ton	42 11½	47 3	Hardly fluctuated in price.

Owing to the war and the forced currency, the value of coin fluctuated from 5 to 20 per cent. as compared with paper. It being, in consequence, difficult to give an accurate rate of exchange, I have converted the foreign prices into English currency, at rates varying from 26 to 27 Italian lire per 1*l.* sterling, as offering a fair approximate value.

Wheat maintained high rates from May to the end of July, on account of the war with Austria. The best qualities were at a maximum of 57*s.* 1½*d.* per quarter, when in 1865, at the same date, they were only at 41*s.* 10½*d.* On the cessation of hostilities after July, prices fell until September when they again began to rise, and at the end of the year had reached 55*s.* 11*d.* per quarter.

The price of rye showed little variation during the year. Indian corn was steadily maintained at higher rates than in 1865. Oats were dear, having gone up to 23*s.* 1*d.* per quarter. At the end of the year the price averaged from 16*s.* 9½*d.* to 18*s.* 5½*d.* according to the quality.

Notwithstanding that the crop was very abundant, rice stood higher than in 1865. The reasons for this rise in price may be found in the

* The estimate of the value of butter may be somewhat high.

greater demand for rice in those provinces of the kingdom where it is not produced, and in the increased exportation abroad, especially to Marseilles.

Hay, even during the war, maintained low rates in 1866.

Exports and Imports.—Rice is the only cereal of her own production exported by Lombardy, with the exception of a small quantity of wheat supplied to the neighbouring canton Ticino in Switzerland. The province of Mantua, now united to the Kingdom of Italy, also occasionally sends a little wheat, *viâ* Venice to Trieste,

There is no importation of grain into Lombardy.

[NOTE.—The present Report has been compiled chiefly from information kindly afforded by the Chamber of Commerce at Milan, and partly from private sources.]

Turin, March, 1867.

MECKLENBURGH-SCHWERIN.

ROSTOCK.

Report by Mr. Vice-Consul Schultze on the Trade of Rostock and Wismar for the Year 1866.

IN the following, I have the honour to give a report on the trade of this country and its seaports during the past year. As gloomy and threatening as the year commenced in political respects, so it proved commercially during the first six months. The outbreak of the war, which was already anticipated, during the first few months lamed all mercantile enterprise; credit was nowhere to be found; money vanished, and the discount rose to the unprecedented height of 10 per cent.; even the best mortgages being unsaleable. But the rapid and victorious advance of the Prussian weapons and the then following peace at Nicolsburgh, set everything in the right course again. Confidence soon followed, and the last half-year has fully indemnified our merchants for the losses and stagnation of the first six months.

Shipping and navigation have least suffered by the war. The mercantile fleet of Mecklenburgh hastened with the first open water to Russian and other foreign ports, and found remunerative freights there, which certainly at home were not to be got. A blockade of the northern German ports, or an embargo on the Mecklenburgh flag was not expected, and an influence on the motion of vessels was scarcely perceptible. Towards the third quarter of the year the rate of freights took a considerable advance, and rose from 1s. 9d. to 2s. 6d. per quarter of wheat to the east coast of Great Britain, and to London to 4s. and 5s. per quarter.

At Rostock, during the past year, the following number of vessels, as respects their nationality, arrived and departed:—

Nationality.						Arrived.	Departed.
British (2,120 tons, 111 in Crews)	..	..				14	14
Danish	..	..	..	..	..	38	37
Dutch	..	..	..	..	..	26	26
French	..	..	..	..	..	3	3
Hamburgh and Lubeck	..	..	..	..	..	7	7
Hannoverian	..	..	..	..	..	44	43
Holstein	..	..	..	..	..	84	83
Mecklenburgh, Rostock, and Wismar	..	..	..	..	..	184	202
Norwegian	..	..	..	..	..	29	29
Oldenburgh.	..	..	..	..	..	1	1
Prussian	..	..	..	..	..	88	81
Russian	..	..	..	..	..	13	14
Swedish	..	..	..	..	..	59	59
Total	..	..	..	..	..	590	599

Besides 42 that took refuge here in distress. The tonnage is unknown. Of these vessels 94 arrived in ballast, and 294 departed ditto.

The ship-owning business has given good returns, and all reasonable expectations were satisfied. The losses and accidents by sea have been proportionally low, and a considerable increase of the mercantile fleet

must be recorded, as ship-building continues to be almost the only branch of industry which is thriving.

The number of vessels belonging to Rostock at the end of the year 1865 were 377, of 137,679 tons, and 20 not measured; of these 8 were lost during the last year, leaving 369, to which must be added 23 newly-built and 2 purchased; making a total of 394 vessels, of which 22 are not yet measured, and the rest are measured at 48,100 Rostock lasts, or 144,300 tons. Augmentation at Rostock against the year before, 17 vessels of 6,621 tons.

The number of vessels belonging to Wismar at the end of 1865 were 49, of 16,326 tons; to which must be added 2 newly-built and 2 purchased; making a total of 53, measured at 5,939 lasts or 17,817 tons. Augmentation, 2 vessels and 1,491 tons.

The total mercantile fleet of Mecklenburgh is 447 vessels, of a burden (so far as measured) of 54,039 lasts, or 162,117 tons, against 154,005 tons in the year 1865, Augmentation, 8,112 tons.

Trade and commerce took a rapid elevation during the last half-year. A brisk demand for corn springing up for England and France, a favourable turn of the business was established, and the prices of wheat rose 15 per cent. in the course of a few weeks. All stocks which had been laid up during the year were hastily shipped to England, with good profits. At the end of the year the rise amounted to full 10s. per quarter—from 45s. for best wheat during the first half-year, to 55s. per quarter paid to the farmer.

The exportation of corn from Rostock has been as follows during the year, viz.:

			Lasts.	schffs.	=	Quarters.
Wheat	..	..	9,479	79	=	123,236
Rye	..	..	397	12½		5,161
Barley	..	..	187	63¾		2,440
Oats	..	..	98	5½		1,372
Peas	..	..	27	37		355
Beans	..	..	..	43½		12
Malt	..	..	131	1		1,703
Linseed	..	..	2	50½		32
Total	..	..	10,324	4½		134,311

In 202 vessels, of which 9 were of the British flag. Of these vessels 150 were bound for England with wheat, besides 3 with oil-cakes and 4 with ballast; making 157 vessels bound for England.

The importation by sea at the port of Rostock has been as follows:—

From England—							Vessels.
Coals	..	..	..	..	..	..	117
Colonial and Piece Goods	..	..	..	..	..	..	15
Iron	..	..	..	..	..	..	9
Slates	..	..	..	..	..	..	2
Cement	..	..	..	..	..	..	6
Potter wares	..	..	..	..	..	..	3
Salt	..	..	..	..	..	..	1
Ballast	..	..	..	..	..	..	4
							157
From France—							
Wine	..	..	..	..	..	..	2
Colonials	..	..	..	..	..	..	2
Sugar	..	..	..	..	..	..	1
Syrup	..	..	..	..	..	..	1
							6
Carried forward.	..	..	..	..	..	..	203

							Vessels.	203
Brought forward.. ..								
Hanse Towns—								
Colonials	..	..	..	..	..	..	36	
Sugar ..	..	..	..	..	..	..	3	
Guano	..	..	..	..	..	..	5	
Tar ..	..	..	..	..	..	..	1	
Petroleum	..	..	..	..	..	..	2	
Syrup ..	..	..	..	..	..	..	1	
Ballast	..	..	..	..	..	..	15	
								63
Holstein and Denmark, in Ballast	70	} With Iron, Tim-					132	
Russia ..	..	} ber, Hemp,					9	
Holland	1	} Provisions,					22	
Belgium	..	} Herrings, and					3	
Prussia	..	} other coarse					75	
Sweden and Norway	4	} Articles					123	
In Ballast							94	
Total								590

The importation of coals employs most of the Mecklenburgh vessels when they are home-bound, and is increasing, as the consumption in the country is rising.

Agriculture has been in rather a bad position during the last two years. The crops have yielded under an average, and, what is worse, the capital is not so abundant for agricultural purposes as it used to be during the last 20 or 30 years. The rate of interest for good mortgages in landed property was down to $3\frac{1}{2}$ per cent.; but industrial enterprise yielding better income in the neighbouring countries, the capital has flown into these channels, particularly railroads and other shares, and is more withdrawn from agriculture, leaving the farmer to look for money at $4\frac{1}{2}$ and 5 per cent. for mortgages at lowest rate; and personal credit is, in most instances, fully gone, however abundant the money market is in other respects. The crop of last year has been a little better than that of the year 1865; but still it leaves much to wish for; wheat, rye, and rapeseed, the principal articles of produce, having only given a scanty yield. Fodder, however, was abundant last year, and the cattle, butter, and wool markets were well provided. As, fortunately, no cattle disease whatever has been here, the prices of these articles have been very high, without interruption.

The population is still much inclined to emigration; hopes are, however, entertained that the new Parliament for United Germany, for which the elections at present are preparing, will clear the grievances of the people, by instituting freedom of settlement, freedom of work, and of the press, &c., and upsetting the old Constitution or Diet, which leaves the whole Legislature in the hands of the nobility, and conserves it as a privilege for these classes.

Of public works, the railroad which unites Stettin with the Mecklenburgh roads and with Hamburg in the directest way, was opened on the 1st January, and must be mentioned as of great utility for the country.

Rostock, February 12, 1867.

R U S S I A.

ARCHANGEL.

Report by Mr. Consul Renny on the Trade of the District of Archangel for the year 1866.

PORT OF ARCHANGEL.—SHIPPING AND NAVIGATION.

THE number of vessels which has visited this port during the past year, has not only been considerably greater than in 1865, but exceeds that of the five years' average. In this increase, however, British shipping does not partake, for its amount is both under the average and under last year's.

The only reason I can point out for this falling off in British shipping is, that the war in Germany (as was the case during the war in Denmark), so far influenced vessels belonging to North Europe to give a preference to this port, that more profitable employment was left open for British shipping elsewhere. Among the number of British vessels there were two steamers, but the owners of these appear to be as dissatisfied with the result of the experiment, as were those who tried it the previous year. The obstacle to continued steam communication is the want of inward cargoes.

The average amount of British shipping cleared from the port, in the five years ending 1865, was 195 vessels, 41,157 tons against this year's 167 vessels, 39,831 tons; while the average total of all the shipping cleared in the same period, was 463 vessels, 92,848 tons, against this year's 516 vessels, 112,117 tons.

The subjoined Table exhibits the amount of shipping cleared from this port, in each of the five years ending 1866, distinguishing the amount of British shipping and its share in the indirect carrying trade:—

Years.	Total.		Total of British.		British in Indirect Trade.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1862	546	102,023	217	45,084	4	1,085
1863	354	68,870	187	35,989	3	939
1864	482	102,679	160	34,771	6	1,465
1865	406	92,670	182	44,157	8	1,708
1866	516	112,117	167	39,831	2	486

The amount of Russian coasting shipping employed in the trade between this port and Norwegian Finmark, which is not included in the above, was as follows:—

RUSSIAN Coasters cleared for Norwegian Finmark.

Years.			Number.	Tonnage.
1862	..	..	162	8,406
1863	..	..	181	9,180
1864	..	..	179	9,082
1865	..	..	212	10,220
1866	..	..	207	9,478

Coasting Trade.—As previously reported, there are no data for ascertaining the amount of the trade between this port and the Russian coast. It is not of much importance.

Lighthouses.—No new lights or beacons have been erected in the course of this year in the White Sea, nor, so far as I can learn, are any changes in contemplation for the ensuing navigation.

Shipbuilding.—No vessels have been built this year. The regulations put in force since last spring that crews of Russian vessels must consist of three-fourths of Russian subjects, cannot be fulfilled by shipowners at this port without an almost ruinous expense—sailors having to be brought here overland from Finland and the Baltic provinces to form the requisite compliment. For this reason shipbuilding here will probably remain a dead letter for the present.

Port Regulations.—The custom-house forms, in the entering and clearing vessels, have been much simplified, and acknowledgements are due to the present chief of this custom-house district for a very marked improvement in other respects in custom-house procedure.

Freights.—The highest and lowest rates paid to the east coast of Great Britain were as follows :

Articles.			Highest.		Lowest.	
For Linseed	per imp. qtr.		s.	d.	s.	d.
Oats	..	..	4	11	4	3
Flax	..	per ton.	4	3	3	6
Tar	..	per brls.	50	0	42	6
Deals	..	per std. 100	5	6	4	0
			85	3	57	6

A commencement has been made in reckoning freights for corn per weight instead of measure, 320 lbs. per quarter having been adopted for oats, but shipmasters do not favour the change, Archangel oats being generally of much lighter weight.

TRADE AND COMMERCE.

Exports.—Prices of produce having ruled fully as high as in the previous year, the export trade shows a considerable increase in value as well as in quantity.

The average value of the exports, for the five years ending 1865, was 1,008,114*l.*, whereas this year's amounts to 1,206,641*l.* To Great Britain the average value exported for same period was 681,855*l.*, and this year it was 857,129*l.*

The following Table shows the value exported in each of the last five years :—

TOTAL Value of Exports.

				£
In 1862	..	..	..	1,128,965
1863	..	..	..	796,898
1864	..	..	..	928,358
1865	..	..	..	1,029,002
1866	..	..	..	1,206,641

Whereof to Great Britain :—

				£
In 1862	..	..	..	762,869
1863	..	..	..	556,173
1864	..	..	..	681,848
1865	..	..	..	669,704
1866	..	..	..	857,129

These amounts represent the official values (which are based on the market value), with the addition of shipping charges. The sums are rendered into sterling at about the average rate of exchange of each year—with the exception of the two past years. The fluctuations in the exchange in these years have been so great, and the average so low, that I have continued to calculate the roubles at the same rate as in 1864, viz., 35 pence per rouble. If the exchange do not rise this year, I shall adopt another average.

The quantities of the principal articles of export shipped in the five years, distinguishing the exports to Great Britain in 1866 were as follows :—

Articles.	1862.	1863.	1864.	1865.	1866.	To Great Britain in 1866.
Linseed qtrs.	87,065	8,680	51,142	73,893	64,677	22,227
Oats .. "	197,413	89,249	149,487	150,515	189,789	189,720
Rye .. "	41,429	1,381	322	36,019	33,833	..
Wheat .. "	4,995	..	1,602	232	..	..
Barley .. "	6,225	..	583	..	..	..
Flax .. tons	4,305	4,134	3,742	3,040	3,582	2,959
Flax Tow .. "	4,114	4,452	5,359	4,867	5,476	5,026
Train Oil .. "	296	701	502	491	429	..
Tallow .. "	..	68	51	34	65	39
Rye Flour .. "	5,381	6,010	5,534	7,569	7,627	..
Tar .. barrels	115,394	126,773	90,491	60,348	112,915	110,240
Pitch .. "	6,958	11,571	22,868	19,633	18,532	12,090
Mats .. pieces	785,244	307,555	367,484	374,628	639,240	539,541
Deals std. 100	13,398	10,958	20,069	14,645	17,680	15,671

The increase in the exportation is principally shown under the heads of oats, tar, mats and deals. In linseed there was a falling off, owing to a short crop.

The last crop of flax in the districts supplying Archangel, say in Vologda and Viatka governments, has been a very good one; but the growers submit very unwillingly to the lessened value of the article, and a large quantity will probably remain on their hands. Oats has been a plentiful crop in these governments, but the quality is poor and much of it unfit for exportation.

The exportation of 1867 can, as a whole, hardly be larger than in last year. There will be a much larger shipment of linseed consequent on the good crop, and flax and tow may show a slight increase; but in tar and pitch there will be a great falling off, the manufacture not being remu-

nerative at the prices now current abroad. The quantities of oats, mats, and deals will probably be about the same as shown above.

Imports.—The import trade has recovered the decline it experienced in 1865, the amount in 1866 having been 66,112*l.* against 56,784*l.* in the preceding year, but there is still a decrease compared with the five years average, 1861–5, of 866*l.* With Great Britain the trade also shows an increase from 8,759*l.* to 11,869*l.*, but the decrease on the five years average is 3,451*l.*

The subjoined Table exhibits the amount of importation in the past five years, distinguishing that from Great Britain:—

Articles.	1862.	1863.	1864.	1865.	1866.
	£	£	£	£	£
Coals	705	198	146	299	335
Coffee	3,226	2,240	1,797	1,469	2,212
Tea	4,324	5,305	4,402	2,182	6,895
Sugar	..	2,243	..	95	179
Molasses	..	..	..	196	433
Lead	747	903	349	..	633
Oil	3,385	3,449	5,153	3,024	4,949
Salt	3,949	3,100	2,300	1,057	2,480
Logwood	..	30	445	53	343
Wine	4,568	5,144	6,371	3,582	2,264
Champagne	112	460	721	746	175
Furs	7,230	5,374	1,692	2,747	1,512
Fish	31,376	41,928	39,409	36,621	40,038
Fruit	752	1,062	1,163	709	649
Machinery	4,037	6,098	2,231	766	..
Iron	..	..	80	29	..
Other Goods	5,097	2,646	2,672	3,209	3,015
Total	£ 69,508	80,480	66,936	56,784	66,112
From Great Britain	£ 20,407	21,749	12,451	8,759	11,869

These amounts are taken from the custom-house valuation, which is based on the invoice cost. The reduction into sterling is at the average rate of exchange of each year, with the exception of the past two years as explained under "Exports."

Market Prices of Goods.—The average prices, including shipping charges for the principal articles of export, were as follows:—

	£	s.	d.	
Linseed	0	54	5	per imp. qtr., free on board.
Oats	0	17	6	"
Rye	0	27	6	"
Flax	65	13	9	per ton
Flax Tow	44	1	11	"
Train Oil	31	14	1	"
Tallow	42	0	0	"
Rye Flour	1	16	2	"
Tar	0	11	8	per barrel
Pitch	0	6	0	per cwt.
Mats	0	65	7	per 100
Deals	6	11	3	per standard 100

For imports, market prices are not quoted, their sale being confined to retail.

Tariff.—There have been no alterations made in tariff duties.

Rates of Exchange.—I subjoin the monthly quotations from St. Petersburg during the past year, Archangel bills being all negotiated there:—

		Highest.	Lowest.			Highest.	Lowest.
		d.	d.			d.	d.
January	..	31 $\frac{1}{16}$	30 $\frac{3}{16}$	July	..	29 $\frac{7}{16}$	26 $\frac{5}{16}$
February	..	30 $\frac{1}{16}$	30 $\frac{3}{16}$	August	..	29 $\frac{1}{16}$	28 $\frac{3}{16}$
March	..	30 $\frac{5}{16}$	29 $\frac{5}{16}$	September	..	31 $\frac{1}{16}$	29 $\frac{5}{16}$
April	..	29 $\frac{9}{16}$	27	October	..	31 $\frac{1}{16}$	30 $\frac{5}{16}$
May	..	26 $\frac{5}{16}$	26 $\frac{1}{16}$	November	..	32 $\frac{3}{16}$	31 $\frac{7}{16}$
June	..	27 $\frac{5}{16}$	23 $\frac{1}{16}$	December	..	32 $\frac{5}{16}$	31 $\frac{1}{16}$

These quotations are in pence per silver rouble. The St. Petersburg bankers' charge for negotiating bills and remitting the proceeds, is in general a separate item, in Archangel accounts, the rate of exchange remaining unaltered.

Weights, Measures, and Monies.—The English equivalents of weights and measures as used in trade, and according to which I draw up my returns, are as follows:—

1 Pound Russian	equal	$\frac{9}{16}$ th of a Pound English.
1 Pood or 40 lbs. Russian ..	„	36 lbs. English.
63 Poods	„	1 ton.
1 Chetvert.. ..	„	$\frac{7}{16}$ th of Imperial Quarter.
100 Chetverts	„	70 Quarters.

For the reduction of Russian money into English, in making up my returns this year, I have calculated one rouble equal to 35 pence, or 6·86 copecks equal to £1 sterling.

Agriculture.—The crops in the Archangel Government have been good, but storms and floods in autumn destroyed a considerable quantity of corn before it could be removed from the fields, and bread is only about ten per cent cheaper than it was last winter.

Under the heads of *Population, Industries, and Public Works*, I have nothing new to report.

PORT OF ONEGA.—SHIPPING AND NAVIGATION.

The amount of shipping cleared from this port in the past year both exceeds that of last, and of the five years' average.

The average clearance in 1861–5 was 34 vessels, 14,825 tons, against this years' 43 vessels, 20,714, and the average of British shipping cleared in same years was three vessels, 1,497 tons, this year only one vessel, 830 tons.

Notwithstanding that nine-tenths of the export from Onega is to Great Britain, Prussian and Norwegian vessels are the principal carriers, owing to their being specially adapted for wood cargoes.

The subjoined Table exhibits the number and tonnage of vessels alcaired at the port, in each of the past five years, distinguishing the amount of British:—

Years.	Total.		Total.		Total in Indirect Trade.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1862	30	12,691	6	2,987	..	..
1863	33	14,687	2	855	..	..
1864	42	17,542	2	792	..	..
1865	37	17,787	4	2,145	1	508
1866	43	20,714	1	830	..	..

Exclusive of the above, the number and tonnage of Russian coasters cleared for Norwegian Finmark in same years, were as follows:—

RUSSIAN Coasters cleared for Norwegian Finmark.

Years.			Number.	Tonnage.
1862	..	..	23	966
1863	..	..	33	1,405
1864	..	..	43	1,630
1865	..	..	42	1,637
1866	..	..	53	2,368

TRADE AND COMMERCE.

Exports.—The exportation continues to consist exclusively of deals.

The average value exported in the five years ending 1865 was 44,667*l.*, and this year it was 61,161*l.*

The quantity and value of the shipments, in each of the last five years, distinguishing the exports to Great Britain, are exhibited in the subjoined Table :

Total Exports.

			Quantity.	Value.
				£
In 1862	..	..	5,783	34,705
1863	..	..	6,164	37,221
1864	..	..	8,033	56,974
1865	..	..	8,736	55,657
1866	..	..	10,509	61,161

Whereof to Great Britain :—

			Quantity.	Value.
				£
In 1862	..	..	4,821	30,915
1863	..	..	5,127	32,822
1864	..	..	6,863	51,530
1865	..	..	7,478	50,895
1866	..	..	8,574	55,091

Imports.—The importation continues to consist merely of machinery for the saw mills from Great Britain, and of fish and salt from Norway. Compared with the two past years, there is a considerable decrease shown in 1866—which is wholly under the head of fish.

The following Table exhibits the amount of importation in the last three years :

			1864.	1865.	1866.
			£	£	£
Consisting of—					
Machinery, from Great Britain	..		859	292	541
Fish, from Norway	..	..	5,104	5,327	1,779
Salt, „	..	..	887	611	787
Other Goods „	..	..	61	22	142
Total	..	..	£ 6,911	6,252	3,249

Under other heads I find nothing to report on Omea.

The port of Petchora, opened in 1860, is not in my consular district, but as it is visited by British ships, and is not generally known, it may be not out of place to communicate the little information I have been able to obtain regarding it from private sources, official sources having failed my researches.

The port is near the mouth of the river Petchora which falls into the Northern Ocean in latitude $68^{\circ} 18'$ north, longitude $54^{\circ} 10'$ east. The entrance is difficult from the number of sand-banks which shift their position from year to year, and a greater depth of channel than 12 feet cannot be relied on.

The navigation can only be said to be open for two months, namely July and August. The river is open earlier than July, but the entrance is seldom free from ice before that month.

The Company which opened the port obtained certain privileges from government, among others that of exporting annually 30,000 larch trees free of payment to government. Besides the export of this wood, the Company had in view the shipment of goods from Siberia, plumbago being mentioned as the principal; but altogether the objects of the Company have as yet been carried out in a very limited degree, and it is said that its operations have not been successful.

The subjoined Table shows the trade at the port in the last three years :—

Years.	ENTERED.			
	With Cargoes.		In Ballast.	Total.
	Vessels.	Cargoes.	Vessels.	Vessels.
1864	..	..	1	1
1865	..	..	6	6
1866	2	6,000 poods Salt.	11	13
	CLEARED.			
1864	1	150 pieces Larch Timber 485 poods Plumbago	..	1
1865	6	1,150 pieces Larch Timber	..	6
1866	11	2,000 pieces Larch Timber	..	13

The two vessels which cleared in ballast came to Archangel for cargo. One of them was British.

It is possible that the port may become of more importance, but such is not the opinion of persons who have been there, and who are conversant with the difficulties it labours under.

Archangel, February 25, 1867.

POTI.

Report by Mr Vice-Consul Wilkinson on the Commerce of Poti for the Year 1866.

THE exports during the past year do not show general improvement, as has been the case in former years.

Silk being completely lost in the Caucassus, and the disease of silk-worm having reached Persia, very little silk was shipped at Poti during the year 1866.

The inferior quality of Persian and Caucassian cotton, and the reduced prices of that article in Europe, shows a marked decrease in the exportation. Most of the cotton of this country has been sent to the Russian manufacturers.

The imports show an increase of about 2,000,000 roubles.

EXPORTS.

The following goods have been exported through Poti during the past year :

Cotton	..	..	..	..	..	7,646 bales.
Wool	..	..	..	..	..	10,423 „
Silk	..	..	..	..	..	2,637 „
Cocoons	..	..	..	..	..	2,633 „
Camomile Powder	..	..	..	..	..	919 bags.
Boxwood	..	..	..	..	..	424 tons.
Staves	..	..	..	..	..	\$01,665 pieces.
Leather	..	..	..	..	..	45 bales.
Copper	..	..	..	..	..	1,025 square pieces.
Indian Corn	..	..	..	..	..	3,455 quarters.

and other miscellaneous.

Total value of exports 4,260,671 roubles.

IMPORTS.

Sugar	..	..	..	..	..	28,942 cases.
Manufactures	..	..	..	..	..	12,817 bales.
Tobacco	..	..	..	..	..	6,775 „
Coffee	..	..	..	..	..	816 bags.
Earthenware	..	..	..	..	..	670 barrels.
Glass Panes	..	..	..	..	..	644 cases.
Tea	..	..	..	..	..	545 boxes.
Lemons	..	..	..	..	..	1,247 cases.
Wine	..	..	..	..	..	1,540 barrels.

and other miscellaneous ; such as machinery, iron, furniture, articles of luxury, &c.

Total value of imports, 5,174,102 roubles, equal to 869,880*l.* sterling.

With the exception of two saw-mills which work at Poti, no other kind of industry exists in this district.

The works of the projected railroad from Poti to Tiflis continue, but very slow and with great difficulty, in the vicinity of Poti, on account of some very deep marshes.

For the harbour at Poti very little has been done, and a great deal of money spent.

No British vessels came to Poti during the year 1866.

The weekly line of steamers of the French Messageries Imperiales, and those of the Russian Steam Navigation Company, continue their lines without interruption.

The rate of exchange during the past year varied from 7 roubles and 7 roubles and 75 kopecs the pound sterling.

Poti, February 12, 1867.

TURKEY.

ADRIANOPLE.

Report by Mr. Vice-Consul Blunt on Kizanlik and on the Manufacture of Attar of Roses in the Vilayet of Adrianople for the Year 1866.

THE district of Kizanlik is in the province of Philippopolio, and is included in the vilayet of Adrianople. Its town (Kizanlik), which is situated at the base of the Balkans, has a population of 12,000 souls; 8,000 Bulgarians, and 4,000 Mahomedans; 2,300 houses, 350 shops, several mosques, churches, schools, and baths, broad and clean streets.

There are 45 villages in the district inhabited by 22,000 Bulgarians and 20,000 Turks, 13 of them by Turks, 5 by Bulgarians, and 27 by a mixed population of both elements.

Kizanlik is an agricultural district; but its industry is diversified. It carries on an active trade with the surrounding districts and villages in the Balkans; manufactures attar of roses, wine, raki, silk, and woollen stuffs. Its grain crops consist principally of wheat, barley, and Indian corn; it rears sheep and cattle; produces about 300,000 lbs. of wool; cultivates the silkworm; and among its other productions may be enumerated tobacco, fruits, honey, wax, butter, tallow, and "pasturma," dried meat, the latter much used by the natives.

The revenue the porte receives annually from this district is estimated at about 40,000*l.* sterling, principally derived from the following sources:—

	£
Ashar (tithe)	16,000
Vergli (tax on property)	10,000
Agnam (tax on sheep)	3,500
Customs duty on attar	1,500
Bedel (military tax paid by Christians)	2,500

The expenditure for administrative purposes, including cost of police service composed of 40 men, amounts to about 2,000*l.* sterling annually.

The manufactures of silk goods and woollen stuffs, generally of a coarse but durable quality, employ numerous small establishments in the town and villages. But the manufacture of attar of roses forms by far the most important source of wealth in the district. It is carried on very vigorously, and with great success, by Bulgarians and Turks. This valuable perfume is moreover successfully manufactured in the districts of Carlova and Kiuptcha, Eski-zagra, Yeni-zagra, and Tchirpan, all of them in the vicinity of the Balkans, and included in the vilayet of Adrianople. It is estimated that the rose fields in all these districts occupy from 12,000 to 14,000 acres of land. In spring the plain of Kizanlik, all along the Balkan, offers a pretty and lively picture. An hour before sunrise—the suitable time for picking the roses—hundreds of Bulgarian boys and girls are to be seen in the fields gathering the flowers into baskets and sacks; the air is impregnated with scent, and the prospect is enlivened by many songs, dancing, and music. The plain, in fact, looks like a vast garden of red, white, and green, full of life, "veiled under a cloud of fragrance."

It is difficult to arrive at anything like a correct estimate of the

quantity of attar annually extracted in the rose districts of Adrianople. According to a statement before me

				Miscals.
Kizanlik is put down as giving	..	..	..	210,000
Carlova and Kiuptcha	..	..	..	205,000
Tchirpan	..	..	..	80,000
Yeni-zagra	..	..	..	7,000
Eski-zagra	..	..	..	25,000
In all				527,000

per annum, equal to about 98,813 ounces.

Judging by the extent of the rose fields, I should say that the annual yield of attar is more than is represented in the above statement; and I am told by persons who trade in this article that a considerable quantity is smuggled out of the country into Europe through Servia and other channels.

The cultivation of the rose in this vilayet, and the manufacture of attar, have been very successfully extended since 1832. In that year the yield of attar was about 120,000 miscals, average price $5\frac{1}{2}$ to 6 piastres per 1 miscal. In 1862 it amounted to 400,000 miscals, average price 17 piastres, and in 1866 to 700,000 miscals, average price $17\frac{1}{2}$ piastres per 1 miscal. But the magnitude of the rose crops, and the quantity and quality of the oil extracted from the petals, very much depend upon the state of the season in spring; frosts or a dry atmosphere check the growth and inflorescence of the plant, and in consequence a small yield of oil is obtained from the petals. Very wet weather is also prejudicial to the vegetation of the plant; it forces the plant to run to leaves and stems, and impedes the development of the flower bud. The crop moreover is subject to much injury from blight and hail storms.

If the weather is cool in spring, and there are copious falls of dew, and occasional showers of rain, the crops prosper, and an abundant yield of oil is secured.

The oil is extracted from the petals by the ordinary process of distillation. The gathering of the flower and the extraction of its oil generally commence on the 26th of April and end on the 20th of May, if the season should be very hot and dry. But when it is cool, and the atmosphere is saturated with moisture, these operations are prolonged to the first and second week in June.

In dry and hot weather 16 to 20 okes of petals are required to produce one miscal of oil ($1\frac{1}{2}$ drachm), whereas 8 to 10 okes of petals will give the same quantity of oil when the atmosphere is moist. In 1866 the weather was so favourable that 8 okes, and in some cases 7 okes, yielded one miscal of oil.

The culture of the rose in Kizanlik and the other districts, does not entail much trouble and expense: very little capital is laid out on the soil, or expended on improvements. Land is cheap, and moderately taxed.

The management of a "Donum" (forty paces square) planted with roses involves a yearly expenditure of 55 piastres, equal to about 10s. The manufacture of the attar, however, requires a greater outlay of capital.

As to the cost of production and net profit realized by the growers, I hazard the following as the judgment of those conversant with the subject. One donum, under good cultivation, and when the season is favorable, produces 1,000 okes of petals, from which 100 miscals are extracted, valued at 1,500 piastres, less 540 piastres expenses; net profit 960 piastres, equal to about 8*l.* 11*s.* The following are the expenses:—

	Piastres.
Tithe	150
Cost of picking	75
„ extraction	260
„ management of the land	55
	540

An average crop generally gives about 5*l.* per one donum, clear of all expenses. Last year (1866) the average profit per donum was 6*l.* 5*s.*; some growers obtained 9*l.* The prices varied between the 1st of June and 31st of December from 14 to 20 piastres per one muscal.

The best attar is produced in the villages of Ajar and Rahmanli, in the district of Tchirpan, it fetches in the market 2 piastres more per muscal. The former produces about 10,000 miscals, and the latter 12,000 per annum.

Very little of this perfume is consumed in the vilayet of Adrianople. Some is sent to Mecca, Jerusalem, Egypt, and Constantinople, but most of it is readily bought up for foreign markets at very remunerative prices to the producers.

London, Trieste, Vienna, New York, and Marseilles receive their supplies of this oil from Adrianople, through Constantinople and Smyrna, where it is generally dispatched to undergo the process of adulteration with sandal wood and other oils.

I am assured that in London the Adrianople attar finds a readier sale when it is adulterated, than when it is warranted genuine.

The following invoice gives the cost and charges incurred in the purchase of 1840 drams of attar for New York via Constantinople.

Adrianople, July 5, 1866.		Piastres.
Paid for 1,226½ miscals of attar equal to 1,840 dollars at ..		153½
Per 1 muscal, including Customs duty		19,473·10
Charges :	Piastres.	
Cost of copper cans	230	
Transport to Constantinople by post	162	
Brokerage 1 per cent.	194	
		586
		20,059·10
Commission 2½ per cent.	501·20	
Agio on drafts	142·10	
		20,703·00

At 112 piastres per 1*l.* sterling equal to 184*l.* 16*s.* 10½*d.*

In conclusion, I beg leave to report that the aspect of this year's crop, according to the accounts I receive from Kizanlik, looks very hopeful, and growers expect to realize an abundant yield.

NOTE.—1 muscal equal to 1½ dram.

1 oke „ 2 lbs. 13½ ozs.

1 donum is 40 paces square.

Exchange 112 piastres per 1*l.* sterling.

Adrianople, March 18, 1867.

ALEPPO.

Report by Mr. Consul J. H. Skene on the Trade of Aleppo during the Year 1866.

THE trade of Aleppo in the year 1866 had great difficulties to contend with, especially towards the end of the year. The merchants began by importing a great amount of goods, but when war broke out in Europe prices fell very much here, being at one period lower than at Manchester, and importation was stopped. Then the crisis came on in England which made things worse, remittances became very difficult, merchants' bills of exchange were not trusted to at all, so that the want of money became very great, and all the merchants that had been able to go on here during the crisis in England found themselves obliged to meet the demands for remitting to their agents and partners in England. They had to remit in bullion too, which caused them great expense, about 4 per cent. This practice of exporting the gold and silver, while no sales were taking place to replace it, made the currency so scarce that discount rose to 5 per cent. per month, and a great many of the merchants and shopkeepers were forced to stop payment. On the other hand, the industry of the country was entirely paralyzed. The Turkish Government had overburdened it with custom-house dues, so that it did not pay even the costs of labour, and the goods manufactured in Switzerland in imitation of the local stuffs were sold a great deal cheaper. The proprietors or manufactories were obliged to dismiss their hands and shut up their looms. The poor were left without work and, living being very expensive this year, great distress was produced at Aleppo.

Exportation has not been very prosperous either during the year 1866. Wool and gall-nuts were the principal things exported, but in the beginning of the war in Europe prices fell a great deal lower than those here, and exporters were obliged to discontinue their operations.

The total value of goods imported during the year 1866 amounts to 1,276,486*l.* 9*s.* 9*d.* and those exported to 538,772*l.* 15*s.* 1½*d.*, which gives a difference between the year 1865 and 1866 of 76,366*l.* 8*s.* in goods imported, and 54,635*l.* 0*s.* 3¼*d.* in goods exported.

The following Tables show the difference of the value of goods imported and exported between the years 1865 and 1866, viz.:—

IMPORTATION.

Country.	Value.					
	1865.			1866.		
	Currency.	Sterling.		Currency.	Sterling.	
	Piastres.	£	s. d.	Piastres.	£	s. d.
Great Britain ..	138,750,000	1,250,000	0 0	133,550,000	1,203,153	3 1
France ..	1,432,058	12,901	8 6	1,000,500	9,013	10 3
Austria ..	3,887,827	35,025	9 4	2,588,000	23,315	6 4½
Italy ..	904,650	8,150	0 0	850,500	7,662	3 3
Belgium ..	3,385,500	30,500	0 0	2,500,000	22,522	10 5½
Turkish sorts ..	206,629	1,861	10 6	200,500	1,806	6 1
India ..	1,600,000	14,414	9 5	1,000,500	9,013	10 3
Total ..	150,166,664	1,352,852	17 9	141,600,000	1,276,486	9 9
Difference ..	.. ..	.. ..		8,566,664	76,366	8 0

EXPORTATION.

Country.	Value.					
	1865.			1866.		
	Currency.	Sterling.		Currency.	Sterling.	
	Piastres.	£	s. d.	Piastres.	£	s. d.
Great Britain ..	8,353,363	75,225	10 7	7,750,300	60,813	10 3½
France ..	27,769,425	250,175	0 0	25,550,000	230,180	3 8
Austria ..	25,000	225	5 3	23,000	207	0 7¾
Italy ..	352,463	3,175	8 0	280,500	2,527	0 7½
Egypt ..	29,368,000	264,576	11 7	27,300,000	245,045	0 11
Total ..	65,868,251	593,407	15 5	60,903,800	538,772	15 1½
Difference ..	.. ..	.. ..		4,964,451	54,635	0 3¾

The trade of Aleppo increased up to 1864, and since then it has decreased, as shown by the following tables :—

IMPORTATION.

Years.			Value.		
			Currency.		Sterling.
			Piastres.	£	s. d.
1862 ..	..	..	80,411,000	554,558	12 5
1863 ..	..	..	86,255,000	784,136	7 3½
1864 ..	..	..	230,997,000	2,081,054	0 10½
1865 ..	..	..	150,166,644	1,352,852	17 9
1866 ..	..	..	141,600,000	1,276,486	9 9

EXPORTATION.

Years.	Value.		
	Currency.	Sterling.	
	Piastres.	£	s. d.
1862	55,066,300	379,768	19 3½
1863	69,905,000	635,500	0 0
1864	78,144,000	699,495	9 9¾
1865	65,868,251	593,407	13 5
1866	60,903,800	538,772	15 1½

Both in importation and exportation there is a marked difference for the last two years, and the state of the market is discouraging, which augurs very ill for the year 1867.

Importation.—This year 48 ships under British colours arrived at Alexandretta, 42 of which screw steamers freighted at Liverpool with Manchester and Glasgow goods, and 6 sailing vessels freighted at Cardiff with coal. The screw steamers of a tonnage ranging from 500 to 1,500 tons, and the amount of coals brought to Alexandretta by the 6 sailing vessels is 3,188 tons.

The following is a correct statement of the merchandize landed at Alexandretta from the latter places during the year 1866 :—

Articles.	Quantities.	Value.		
		Currency.	Sterling.	
	Bales.	Piastres.	£	s. d.
Cotton Twist	1,900	10,450,000	94,144	2 11
T Cloth and Prints	12,000	63,000,000	567,567	11 4¼
Tanjibs and Lappets	3,200	18,240,000	164,324	6 6
Mads and Shirtings	1,100	8,800,000	79,279	5 7¾
Other articles of manufacture ..	450	2,500,000	22,522	10 5½
	Cwt.			
Cochineal	50	160,000	1,445	0 11
Copper	4,500	4,220,000	34,414	10 1
Iron	5,000	900,000	8,108	2 1
Zinc and Lead	700	490,000	4,414	10 1
Coffee and Sugar	450	850,000	7,657	13 2¼
Dyes, Drugs, Paper	Invoice	850,000	7,657	13 2¼
Spices and Miscellaneous	Value			
Total	..	110,460,000	991,535	6 5

Manufactured goods.—The amount of bales landed at Alexandretta for Aleppo and the interior is estimated at 31,000 bales, of which 21,000 are British, 15,000 bales being consigned to merchants here, and 6,000 to merchants in the interior. The English steamers that arrived during the two or three months in the beginning of the year landed from 8,000 to 9,000 bales, and the merchants hoped that it would be a prosperous year for them, but when war broke out in Europe and was followed by the crisis, they immediately countermanded the orders they had given for goods; later, when peace was announced, every one of the merchants gave orders, thinking that no one else did, and hoping in this way, when demands for goods would come from the interior, to be the only one who had goods on hand, and would thus become master of the market, but, to the great astonishment of all importers, the first steamer that arrived from

Liverpool landed at Alexandretta about 2,500 bales, and others were expected with more. When these goods arrived at Aleppo, the demand was considerably less than they expected, cholera having broken out in many towns of the interior, and the custom being every year in autumn and spring for merchants to come from the interior to Aleppo, and buy up all the goods that are required to furnish their markets during the winter. Those who had come in spring, finding prices high here, had bought little, which gave more hope to the merchants here that the autumn demand would be more, but the buyers were prevented from coming. Prices consequently fell here, and merchants got rid of their goods with difficulty.

Indigo.—Indigo is generally imported here for the dyeing of coarse cotton stuffs worn by the Bedouins, villagers, and the lower classes of the population; the demand, however, for these dyed stuffs was very little this year, as the Bedouins, having differences with the local government, did not approach the towns during the year for fear of being attacked by the government. The demand from the villages was also small, as the year 1866 was not a prosperous one for the crops in general, which made victuals very dear, and the lower classes of the population thought of nothing else but to economize as much as possible from clothing in order to be able with the little they had to feed their families. A considerable part of the indigo serves to dye T-cloths and tanjibs for the use of that class of the population in Syria, and the fact of the demand being less accounts both for the decrease in the importation of indigo and manufactured goods, of which T-cloths and tanjibs form the greatest part. The amount of indigo imported this year is about 10 per cent. less than that of the year 1865.

Cochineal.—The importation of this article has not suffered as much as that of indigo, as it serves to dye a richer kind of stuffs, which is used by a better class of the population. About the same amount as that of last year was imported during this year.

Sugar and Coffee.—Sugar and coffee are generally imported from France, very little of these two articles being imported from England. There is little variation in the trade of these articles, as every year the quantity required for the use of Aleppo, and some of the towns of the interior, is imported. The importation of coffee was less this year, for the reason that the Bedouins, who consume a great part of that article, did not approach the towns; as is their habit in summer, when they buy up their provisions for the winter.

Copper and Iron.—This year less copper was imported than last year, the demand from the interior being small. That of iron was much the same, it being one of the articles merely imported for the markets of Aleppo and Marash, where they work iron into coarse nails and horse-shoes. There are two or three merchants here who import nothing else and other merchants do not speculate in iron. When the demand for copper from the interior is great, the importers of manufactured goods speculate also in copper.

Hardware.—The importation of this article has been small this year, the stock on hand, imported last year, not having been sold.

Cotton.—The exportation of cotton is about the same as that of last year; the peasants sowed a little more, but the locusts came and destroyed a great part of it. The exportation of this article is very uncertain. As what exists in the country must be exported, it is sold cheap soon after the harvest; afterwards the prices rise very much until the time for sowing, and the peasants, being encouraged by high prices, sow a great deal; and, at the time of the crop, prices fall very much, owing to which the peasants

are disappointed. This having taken place during the last two years, the peasants only sow what they know can be sold. Almost all the cotton exported this year from here was consigned to merchants at Marseilles, very little being sent to Liverpool.

Wool.—In the beginning of the year the exporters of wool sent as usual their agents into the desert amongst the Bedouins to make purchases of wool, and the first caravans that came from the desert brought about 8,000 bales. After peace was announced, however, news came from Europe that prices had fallen, and the exporters stopped making new purchases, but continued exporting what they had already on hand. Wool is one of the articles that are exported, whether there is gain or not. Every year there is a quantity for sale amongst the Bedouins, who must sell it at whatever price they can get, to buy wheat and clothing. The merchants calculate the cost of transport, and offer according to the price in Europe, so that wool is always an article of exportation. This year the quantity exported is very much the same as that of last year, and almost all was exported to the north of France.

Gallnuts.—The exportation of gallnuts has been quite as successful as that of last year, the crop was very fair, and the merchants got them at low prices, and exported them immediately, as the prices in France were good. A greater quantity than the previous year was exported to Austria this year, where there was a demand for them. Towards the end of the year the stock diminished, and prices rose a little, but the market was soon furnished from the interior, whence a part of the crop had not yet arrived, and the prices fell again. About 4,300 cantars, or 21,500 cwt., were exported this year, of which 1,200 cantars, or 6,000 cwt., were sent to Liverpool, 2,400 cantars, or 12,000 cwt., to Marseilles, and the rest to Trieste. The prices realized on gallnuts here were from 20% to 22% per cantar, or 5 cwt.

Native Industry.—The Turkish Government having imprudently put very heavy taxes on the native stuffs, and the imitation of the native stuffs imported from Switzerland bearing only the taxation sanctioned by the treaties, the purchasers prefer the cheaper Swiss stuffs to the dearer native ones. The proprietors of looms, finding they could no longer compete, shut them up.

Exchange.—This year bills of exchange have been very scarce, as the merchants feared that the crisis in Europe would produce failures here also, and they adopted the practice of remitting in bullion, English, French, and Russian coins became scarce, and consequently rose in price very much. They remitted a great quantity of Russian silver coins, which were melted in Europe. Some of the merchants remitted money to Beyrout, Alexandria, Constantinople, and Smyrna, and bought bills exchange from the banks of Egypt and Imperial Ottoman Bank on their branches in England, and sold them here with advantage. The amount of money remitted is shown by the following table:—

By what Steamer.	Amount in Francs.	Sterling.		
		£	s.	d.
Messageries Imperiales ..	6,152,700	246,108	0	0
French Steamers ..	288,750	11,550	0	0
Egyptian Steamers ..	116,175	4,647	0	0
Russian Steamers ..	2,552,787	102,111	9	9
Total ..	9,110,412	364,416	9	9

Aleppo, December 31, 1866.

CYPRUS.

Report by Mr. Vice-Consul Sandwith on the Trade of the Island of Cyprus for the year 1866.

Cotton.—The quantity of cotton exported from Cyprus during the past year has been slightly in excess of that which left the island in 1865, the quantities being 1,800,000 lbs. for 1865, and 2,065,500 lbs. for 1866; but shippers underwent considerable loss from the successive falls in price, amounting to about 40 per cent., which took place throughout the year, a loss which affected the growers to a much less extent, since they had realized the full price of 13*d.* a pound for the greater part of their stock. Last year's crop, which is now being exported, is less than half of that of the previous year, owing to the almost unprecedented phenomenon of heavy rain in June, which injured the newly planted seed, and this diminution in quantity, coupled with the fall in price, has been a serious blow to the prosperity of the island. The crop, however, is still a remunerative one; and should the prices not sink lower, it is not anticipated that a less breadth of land will be planted now than during the past few years. The proportion of American seed sown is about one-fifth of the whole, the remaining four-fifths being indigenous, the use of the former being confined to the larger class of farms, whose owners are more enterprising than the small farmers.

Grain.—The barley and wheat crops were much injured by the late rains, which caused sprouting amongst the sheaves. The exportation to Syria was, nevertheless, considerable, though less than in the previous year.

Locust Beans.—Locust-beans, or carobs, which, in former years, was an important article of export to the port of Hull, where they were manufactured into cakes for fattening cattle, have for some time ceased to be demanded for Great Britain, and the produce of the island is now mainly sent to Russia.

Madder Roots.—The madder root, another important staple production of Cyprus, is also less in demand than formerly; and as the prices which this dye now fetches are diminishing, its cultivation is on a less extended scale, and in many cases has been supplanted by cotton, as a more remunerative crop.

Cyprus, March 11, 1867.

EPIRUS.

Report by Mr. Consul Stuart on the Trade of Epirus for the Year 1866.

IN my Commercial Report for 1865, I had the gratification of presenting a state of things favourable for the time being, and full of promise for the future. That state of things did not last long; for although it was based on what is considered a sound foundation—namely, the growing wants of the people, and increased demands upon their industry—it was not sufficiently secured to withstand the adverse influences which soon after began to assail it. In the course of last spring, reports were industriously circulated of imminent disturbances in these parts; and proceeding, as they did, from apparently good authority, and being indirectly supported by official silence, they were taken up by the press, and obtained a wide belief. Their first effect was to damage the local trade, by shaking the credit it previously enjoyed in foreign markets, by reason of the supposed tranquillity and progressive state of the country. Orders on the accustomed houses were forthwith refused, unless for cash payments. As the import trade of this country has always been conducted on the credit system, the importers were in consequence obliged to contract their business, and to make new arrangements with the retailers, as they could not give to them easier terms than they got themselves; and the retailers, in their turn, had to demand cash down for every article that passed over the counter. The result was that in a very short time the import trade of the country came to be measured by the scanty gatherings in the shopkeepers' tills. All speculative or prospective transactions were cut short, while every one tried to spend as little as possible. Trade is a sensitive thing: it is easily checked, but, when checked, it is not always easily set going again. The reassurance of tranquillity here was not followed by a return of commercial confidence; and later in the year, when real commotions supervened, the import trade was reduced to the weekly supply of indispensable necessities. The rumours and events of last year, besides the direct mischief they did to the local trade, industry, and enterprise, have so unsettled men's minds, have awakened so many misgivings and suspicions, so many fears and hopes, that a return to the former course and relations of business must take time.

The returns of last year's produce were, on the whole, rather below the average.

Wool.—The clip was of good quality for the country, and yielded 1,450,000 okes, or 3,987,500 lbs. Of this about one-half was exported, the most part to Trieste; some lots were bought up for Genoa, and some of picked quality for England. Average price on the ground, for unwashed, 4*d.* per lb.

The lambing season was favourable, and the pastures had all the benefit of timely rains and weather. The flocks accordingly thrived well as to numbers, and got into good condition, having escaped most of the ills and ailments to which they are but too often subject from adverse or irregular seasons. Cheese and butter were consequently obtained in abundance, and of good quality; but the quantity exported was limited, owing to the large supplies called for by the military contractors.

Grain.—Of the different sorts of grain raised in the province, there was a fair average yield; and the prices of 1865 were, with little varia-

tion, maintained. Wheat was dearer; the supplies of it, usually obtained from Thessaly, failed, because most of last year's harvest in that province was destroyed by a plague of marmots.

Vintage.—The vintage was excellent; no traces of disease were visible in the grape; and the yield of wine, raki and pekinez (pekmez answers to malassez of the sugar-cane), was equal, both in quantity and quality, to the average of former favourable years. There was accordingly a proportionate diminution in the quantities imported from Macedonia and the Islands. Fruit of all kinds was in like manner abundant, and of good quality.

Olives.—The olives promised well until the beginning of November, when warm south winds unseasonably set in, and caused a general shedding of the fruit. The olive-groves of Epirus extend through the coast districts from Avlona to Crevesa, and thence across to Arta, where they are of great extent. They are not all of the same kind, nor is the same use made of the fruit. All olives yield oil, but there is a special kind which alone is good for eating. The cultivation of this kind, in Epirus, is confined to a few districts possessing the required conditions of soil. The olives intended for pickling are beaten from the branches before they are ripe, in the month of November. Those that are destined for oil are left to ripen on the tree, and to fall of their own accord. They do not arrive at maturity before January; and if they fall in November they are two-thirds short of their value; if in December, one-third. Now, as the average yield here, in favourable years, is about 20,000 barrels, it follows that last year the province was a loser of about 20,000 barrels, which, at 36s. per barrel, would represent 23,400*l.* The loss was in some places increased by the difficulty of procuring pickers; on the other hand it was slightly relieved by a rise in the price of oil.

Tobacco.—Of tobacco there was a fair average gathering. The collective yield of the three kinds—namely, native, Jebel, and Inglesicon—amounted to about 720,000 lbs., worth on the ground, at an average of 5½*d.* per lb., about 17,000*l.*

Cocoons.—All looked fair for an abundant gathering of cocoons until the middle of May, when untimely cold, rain, and thunder killed most of the grubs before the cocoon was completely formed. A small quantity was with difficulty saved, which gave 2,900 okes, or 7,975 lbs. From these were obtained 130 okes (equal to 358 lbs.) of ova, which sold at 640 piastres the oke, or 41s. per lb. About 300 okes (825 lbs.) of fresh cocoons were sold at 20 piastres the oke, or 1s. 4*d.* per lb., being 20 per cent. less than the price obtained in 1865; but there was a proportionate inferiority in the quality of the cocoon.

Cotton.—The cultivation of cotton, in 1865 and 1866, was as follows:

1865.			1866.		
Acres.	Produce.	Value.	Acres.	Produce.	Value.
	lbs.	£		lbs.	£
575	359,500	5,020	1,200	962,500	8,020

From these figures it appears that there was not only an extension of cultivation, but a relative increase of production. The yield of uncleaned cotton per acre, in 1865, averaged 660 lbs.; in 1866, 802 lbs., being an increase of about 22 per cent., which increase was owing solely to improved culture, for the season was only commonly favourable. The price paid on the ground, in 1865, was 3*d.* per lb.; in 1866, 2*d.* per lb. Accordingly the gross receipts in the first year amounted to 8*l.* 5s. per

acre; in the second to 6*l.* 14*s.*, which latter still leaves a large profit to the cultivator. A small quantity of cleaned cotton was sold at 9*d.* per lb. About 870,000 lbs. were exported to Trieste, in uncompressed bales of 1 cwt. each; the remainder was kept for home use.

Now that Epirus cotton is becoming known, it is classed in the Trieste market with the cotton of Livadia, in Greece; but that its quality may be determined in England, two specimens are herewith transmitted—one of cleaned from Arta, the other of uncleaned from Lamari near Prevesa. The lands of Lamari offer every natural facility for the cultivation of cotton on a large scale; and being near the sea, they might even suit the requirements of the Sea Island kind. The first experiment on them was made in 1865 with 50 acres, which in 1866 were increased to 130. Now, however, the neighbouring villagers complain, because this new employment of the land, heretofore left to grass, interferes with an old prescription which gives them the use of the pastures, free of charge, during September of every year.

There are now three gins for the Arta district, and one for the lands near Prevesa. A pressing machine has not yet been imported into the country.

Of the prospects of cotton cultivation in Epirus, for 1867, I am compelled to speak with diffidence. The benefits to be derived from it have for some time been generally recognised, but its further development is likely to be checked by the same causes which are now pressing upon every branch of the local industry and enterprise. Some of these causes have already been adverted to. I have here to add that, partly owing to the extraordinary liabilities incurred in repressing disaffection, the Government has been driven to the necessity of straining every possible means of raising money. Taxes have been increased, forced contributions assessed, and prompt payment rigorously urged. The consequence is that the capital heretofore available for agricultural purposes has in great measure been withdrawn from the country, and that too without any return, present or prospective; and as the pressure, instead of relaxing, threatens to increase, no one cares to spend either labour or money in undertakings of which he will not be allowed to enjoy the fruits. Simultaneously with the increased demands of Government, some of the best sources of revenue are failing. The customs' receipts, for instance, have of late scarcely sufficed to pay the salaries of the customs' staff; and with the falling off of the customs' receipts, there must necessarily be a corresponding falling off in all those taxpaying trades and occupations which are connected with the import, export, and general trade of the country.

Under the head of public works there is nothing to report. The carriage road from Janina to Arta, which was begun in the spring of 1865, was last summer abandoned, after 1 $\frac{1}{4}$ mile of it had been finished, at a cost to the province, in money and labour, of not less than 25,000*l.* Private building is almost quite suspended. It was active all through 1865, but much of the money then sunk in building is now unproductive.

As an inevitable consequence of the sudden stoppage of credit, and of the cessation of demand, failures have been frequent; and in the aggregate to a considerable amount, as well in Janina as in the other market towns of the province. This, combined with other causes, has led to increased difficulty in obtaining accommodation; and securities, previously regarded as unquestionable, are now refused. The least interest that will be taken on short loans, under every precaution, is 3 per cent. a-month. In some cases, 4 and even 5 per cent. is given. Meanwhile

creditors have become inexorable; every one is trying to realise and secure his own.

The bazaar exchange it as follows :—

			Statute Value.	Current Value.	Premium.
			Piastres.	Piastres.	Per Cent.
Ottoman lira	..	..	100	104	4
Sovereign	..	..	110	114	3 $\frac{6.6}{1000}$
Napoleon.	..	..	88	92	4 $\frac{5.5}{1000}$

There is scarcely any demand for foreign bills; and it is with difficulty that good bills on England, at ten days' sight, can be sold at par. Henceforward they will, I apprehend, be at a discount, and may even end by being unsaleable.

Janina, March 6, 1867.

SOULINA AND TOULTCHA.

Report by Mr. Vice-Consul Dupuis on the Trade of Soulina and Toultscha, for the Year 1866.

CONSIDERING the recent period at which the navigation of the Danube has been opened, Soulina, although only a "Scala," or port of transit, has become one of the principal shipping ports in the Black Sea; but from the nature of its existence it ought to be a free port in every sense of the word, and all commodities landed, warehoused, re-exported, and consumed in the town free of duty, and the inhabitants subjected to no tax whatever; yet such is not the case. A duty is levied on all articles, with very few exceptions. Houses are taxed; and no one is allowed to acquire property in the soil, or to build, except an Ottoman subject, who pays for the permission, on the understanding that it must be pulled down whenever the site is required. This alone is quite sufficient to deter interest being taken in the place, and forms the chief obstacle to its development and final success as a commercial port. Notwithstanding, however, its physical disqualifications, Soulina might, were it in possession of any other Government, and the inhabitants free to acquire property in the soil, become in a short time far more important than it is at present.

Shipping and Navigation.—The number of British vessels and tonnage which resorted to this port last year, as compared with the previous year, were as follows:—

				ENTERED.			CLEARED.		
				Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
1865	..	..	..	118	46,085	1,416	117	45,544	1,287
1866	..	..	..	148	58,604	1,996	148	58,954	1,986
Increase in 1866				30	12,519	580	31	13,410	699

The amount of foreign shipping which resorted to this port last year, as compared with the year 1865, was as follows:—

				ENTERED.			CLEARED.		
				Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
1865	..	..	..	209	65,811	2,717	207	65,900	2,920
1866	..	..	..	266	91,776	3,740	287	92,805	3,493
Increase in 1866				57	25,965	1,023	80	26,905	573

The total number of British and foreign vessels, tonnage, and crews, which resorted to this port last year, as compared with the year 1865, was as under:—

				ENTERED.			CLEARED.		
				Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.
1865	..	..	..	313	108,385	..	313	108,385	..
1866	..	..	..	414	153,380	5,736	435	151,759	5,479
Increase in 1856				101	41,995	..	122	43,374	..

The majority of the vessels which frequented this port last year, as in previous years, were British, which enjoy a preference above all others, particularly on the approach of the winter season, when bad weather may generally be expected in the Black Sea. Nevertheless large Austrian ships of the Adriatic ports are in great favour, as well as Italians, which have hitherto been on the increase every year, with the exception of the last, on account of the war in Europe during last summer. Freights have averaged throughout last year as follows:—

For the United Kingdom: first six months, 6s. to 7s. per imperial quarter; second six months, 9s. per imperial quarter.

For the Mediterranean: first six months, $4\frac{1}{2}$ fc. (3s. 7d.) to $5\frac{1}{2}$ fc. (4s. 5d.) per charge measure of Marseilles, equal to about 4 imperial bushels.

Trade and Commerce.—Soulina and its neighbourhood produces absolutely nothing; it has neither imports nor exports of its own, so that there is no trade nor commerce, either British, foreign, or domestic. Corn, timber, &c., are brought down the Danube in lighters, and put on board vessels laying for their cargoes. The only business of any importance carried on here is the trans-shipment of goods from these lighters into vessels, and other matters in connection with the shipping interest. The quantity of grain of all kinds, so transported for exportation, and shipped in British bottoms alone, last year averaged 387,101 quarters, and was valued at about 500,000*l.*, free on board. Two English vessels, during the same period, loaded staves valued at about 9,000*l.* on board. It was apprehended by the commercial community that the prohibition of the exportation of Indian corn by the Moldo-Wallachian Government, last year, would have operated unfavourably, and caused a great falling off in the amount of shipping, but such was not the case; and, contrary to expectations, 101 vessels are shown in excess of 1865, with increase of 14,995 tons. The importations for the same period consisted of very few cargoes of coals from England. Moneys, weights, and measures here are the same as at Constantinople, and accounts are kept in piastres and paras: 1 piastre = 40 paras = $2\frac{2}{11}$ d. All gold and silver coins of foreign countries circulate freely.

Agriculture.—As has been already stated, nothing is produced in this district, so that there is no yield of crops of any kind, the markets being supplied from the Upper Danube and Constantinople. An idea of the desolate wretchedness of the country around Soulina can hardly be formed. It consists of interminable marshes and swamps, with nothing but reeds as far as the eye can reach; not even a single tree or rise in the ground to relieve the weary monotony of the scene.

Climate.—The unhealthiness of the Lower Danube, as is well known, arises from malaria and dampness of the soil, and the prevalence of ague. I find that the only effective remedy is occasional change of air and residence, medicinal remedies losing their effect from constant renewal, to say nothing of the deleterious results to the system.

Population and Industries.—This district does not possess mines or factories of any kind. The population may be computed at about 3,000, two-thirds of whom are Greeks, the other being divided into Slavonians, Turks, and Rayahs; also a few English and other foreign residents, either in the employ of the European Commission of the Danube or otherwise. The inhabitants are for the most part sea-faring people, agents for merchants in the Upper Danube, and labourers gaining their livelihood in connection with shipping. Nevertheless whatever there is of industry, enterprise, or advancement, is wholly owing to Greeks or Europeans. The Turks form the minority of the community; and during the whole of the six years of my residence in this place, have not made, and I may

safely affirm never will make, the smallest improvement in the town, as they have no spirit of emulation or enterprise of any kind—their character and their religion being the insurmountable obstacles to their progress and advancement. The corn-trade of the Danube is chiefly in the hands of Hellenes, 2,000 of whose ships annually resort to the Danube, and load for ports in Turkey, Italy, Spain, and France.

Public Works.—The only public works of any note are those carried out by the European Commission of the Danube for the improvement of the navigation of this river. During the last five or six years this Commission has been employed in engineering undertakings for the purpose of deepening the channel over the bar at the entrance of the river. A depth of water of about $16\frac{1}{2}$ feet has now been maintained for some time past, which allows vessels of considerable draught of water freely and safely to enter the port. The principal works consist of two nearly parallel piers, run out to sea from the mouth of the river, the one to the north measuring 4,631 feet, and the one to the south 3,000 feet. These works were completed in September, 1861, and are of the greatest advantage to the commerce of the Danube. Independently of the Commission, no other works have been undertaken. The Turks, with their usual apathy, have done nothing to the advancement of the place. The town is unpaved and undrained, and inefficiently lighted with a few paraffine lamps. The streets are almost impassable for water in winter, and sand in summer. This state of things reflects great discredit on the Government and Municipality. A few attempts to reform abuses have been made, but with no practical effect, as there is neither public virtue nor principle in the country to second these efforts. Corruption and bribery are as prevalent as ever. There are no roads, railways, canals, or bridges of any description; and of the difficulty and inconvenience of travelling from this to any of the villages, no idea can be formed. The only means of conveyance is by “araba,” or cart of the roughest description possible, drawn by bullocks, without springs or shelter from the weather. Some few roads, owing to the flatness of the country (with the exception of a range of hills extending along the Danube from Besh Tepi to Hirsova), are by nature pretty fair in summer, but in winter they become impassable for man or beast. Telegraphic communication exists between this and Toultscha, a distance of about 50 miles west to the Soulina mouth of the Danube; but six months out of the twelve the line is out of repair.

TOULTCHA.

Toultscha is purely an agricultural district, being fruitful both in corn and cattle. The exportation of corn, however, is at best of times very limited, as it is raised chiefly for local consumption. The amount of land under culture is as follows:—About three-eighths are destined for the growth of wheat, about two-eighths for rye, about two-eighths for barley, and about one-eighth for miscellaneous produce, such as market gardens, &c.

The country is divided into three “sanjaks” or provinces, namely, Toultscha, Kustengi, and Soulina. The province of Toultscha is again subdivided into four “cazas” or districts, namely, Toultscha, Barbadag, Issaktscha, and Matchin. Farms do not exist here. A peasant may possess one or two fields; in some few instances he may possess as much as 20 or 30 acres, but these are scarce, who, with their families, labour at their own fields, and do not employ hired labourers. Field-work is often performed by women and children, relatives of the owners of the land. Moldavian women are engaged in the manufacture of coarse linen

towels, and the Germans and Bulgarians in woollen stuffs, which, however, are not exported, but retained for home consumption.

The area of the province of Toultscha is about 3,000 square miles, with a population of about 70,000 inhabitants, the town alone containing about 30,000 people. The whole amount of population of the province of Toultscha may be classified as follows, namely :—

Moldavians	..	..	..	..	25,000
Tartars ..	..	..	..	..	11,000
Bulgarians	..	..	..	..	10,000
Russians (Rayah)..	..	..	..	..	5,000
Foreigners, viz., Austrians, Ionians, Russians, } British, and French subjects	..	..	..	}	3,000
German (Rayah)..	..	..	..	..	3,000
Jews (Rayah and Foreign)	..	..	..	..	3,000
Turks ..	..	..	..	..	2,000
Greeks and Armenians	..	..	..	..	8,000

The only means of travelling are waggons of very rude construction, drawn by two, sometimes four, bullocks, moving at the rate of two miles per hour. The Danube skirting the N.N.W. part of this province, steamers and sailing vessels are also used for the conveyance of goods and passengers between Toultscha and the ports situate on the river.

Cattle, especially horses, are very numerous, and may be purchased from 200 to 400 piastres each. Mules and donkeys, however, are not to be found.

About three years since an attempt was made by the then Governor, Suleyman Bey, to cultivate cotton in this province. I believe at first it promised well, but as soon as the summer showers and heats set in it died. Its failure was chiefly attributed to the great heat by day, and cold at night.

Soulina, February 5, 1867.

UNITED STATES.

NEW ORLEANS.

Report by Mr. Consul Donohoe on the Trade of New Orleans for the Year 1866.

THE trade carried on in British vessels at this port during the past year shows a steady increase upon that of the year 1865.

The following Table shows the number, tonnage, and crews of British vessels which have entered or cleared at this port during the year 1866:—

ENTERED.			CLEARED.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
295	96,703	3,860	284	92,078	3,547

This Table may be divided into the following heads:—

	ENTERED.			CLEARED.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Direct Trade in British Vessels from and to Great Britain and British Colonies ..	77	3	80	84	12	96
Indirect Trade in British Vessels from and to other Countries	178	33	211	142	46	188

British steamers entered and cleared during the year 1866 (included in the foregoing Tables.)

ENTERED.			CLEARED.		
Steamers.	Tonnage.	Crews.	Steamers.	Tonnage.	Crews.
31	23,653	1,112	30	23,552	1,117

TOTAL amount of shipping at this port during the year 1866.

	Vessels.	Tons.	Men.
American Vessels arrived	1,487	887,891	32,925
" " cleared	1,861	1,108,420	41,462
British Vessels arrived	295	96,703	3,860
" " cleared	284	92,078	3,547
All other Foreign Vessels, arrived	153	60,328	2,146
" " cleared	166	67,002	2,211

VALUE of the Imports and Exports at this Port during the Year.

		Imports.	Value.	Exports.	Value.
		In	In	In	In
		American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.
		\$	\$	\$	\$
1866	..	2,615,734	8,271,764	50,204,956	39,196,090

COMPARATIVE Statement of the increase in British Shipping at the Port of New Orleans during the past Five Years.

Years.	ENTERED.			CLEARED.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1862.. ..	19	5,541	200	21	5,769	226
1863.. ..	50	6,894	393	86	10,642	676
1864.. ..	112	14,892	934	139	19,435	1,245
1865.. ..	265	52,218	2,552	270	43,831	2,352
1866.. ..	295	96,703	3,860	234	92,078	3,547

The state of low water on the bar at the mouth of the Mississippi River has caused a great deal of detention to vessels during the present winter. At one time, in January, nearly 70,000 bales of cotton were upon vessels waiting at the mouth of the river to cross the bar, and some of these vessels had been detained from three to four weeks.

I understand that the United States Congress has made an appropriation for the purpose of placing a dredging machine upon the bar, but as yet nothing has been done towards improving the condition of that very serious obstruction to the commerce of this city. As well as dredging away the mud from the mouth of the river, the appointment of a competent officer, having much the same authority as a harbour master, is very much needed, as now no order is kept at all, and the tug-boats generally manage to get some large vessel, drawing seventeen to eighteen feet, stuck fast in the centre of the bar, so as effectually to prevent anything crossing for several days.

There are now several dry docks in successful operation at Algiers, opposite this city, and except that the expense is very great, vessels of large burden can be readily repaired. The rates of towage and pilotage remain the same as last year.

Trade and Commerce.—The trade returns for the port of New Orleans have always been calculated for the period of the commercial year, viz., from the 1st September of one year to the 31st August following. Unless specially mentioned, the following Tables may be taken as indicating the trade during the commercial year.

The receipts and exports of cotton during the commercial year has been as follows :—

	Bales.
Stock on hand, 1st September, 1865	83,239
Total Receipts for 12 months	787,386
	870,625
Total Exports for 12 months	768,543
Stock on hand, 1st September, 1866	102,082
Stock on hand, 23rd February, 1867	246,935

The export of cotton from New Orleans during the last five years has been as follows:—

Years.	Great Britain.	France.	North of Europe.	South of Europe, Mexico, &c.	Coastwise.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
1865-66	358,878	134,510	5,422	17,378	252,355	768,543
1864-65	21,326	5,952	402	167	164,504	192,351
1863-64	1,155	4,023	..	307	122,645	128,130
1862-63	2,070	1,849	..	372	19,459	23,750
1861-62	1,312	472	..	21,571	4,323	27,678

The price of cotton has been as follows:—

COMPARATIVE Prices of Middling Cotton at New Orleans on the First Day of each Month during a Period of Five Years.

		1865-66.	1864-65.	1863-64.	1862-63.	1861-62.
		Cts. Cts.	Cts. Cts.	Cts. Cts.	Cts.	Cts. Cts.
September	..	42 to —	..	..	..	9 to 10
October	..	44 45	161 to 163	62 to 68	..	8½ 9
November	..	55 56	119 120	65 73	64	9 9½
December	..	50 51	127 128	71 72	54½	10½ 11
January	..	— 51	118 120	72 73	53	10 11
February	..	48 49	68 70	76 77	62	10 11
March	..	— 46	— 75	72 73	80	11 —
April	..	40 41	..	— 70	72	9½ 10½
May	..	36 —	35 36	82 83	60	..
June	..	38 39	42 43	92 93	—	..
July	..	36 38	40 —	— 160	—	..
August	..	..	42 44	160 163	53	..
		Bales.	Bales.	Bales.	Bales.	Bales.
Receipts at New Orleans	..	787,386	271,015	131,004	22,078	38,880
Crop	..	800,000	500,000	..	..	..

TABLE showing the quotations for Middling Cotton at the close of each Month, with the Rate of Gold and Sterling Bills, at same date.

	1865-66.	Middling. Cents per lb.	Sterling. Per Cent.	Gold. Per Dollar.
August		42 to 43	150 to 155	143½ to 144
September		44 45	152 157	144½ 145
October		55 56	150 166	151 —
November		51 53	156½ 160	148½ 148½
December		51 —	156½ 159	145½ 145½
January		— 48	148 152	139½ 140
February		45 46	145 148	135½ 136
March		40 41	132 133½	125½ 125½
April		— —	133½ 142	131 132
May		30 40	146 153	136½ 137
June		36 38	158 167½	152½ 153
July		— —	155 162	145½ —
August		35 36	152 158	145½ —

There has been an improvement in the tobacco export trade during the past year. The production in the United States is very large, but it reaches New York—the great emporium of the trade of this country—by other routes than that of the Mississippi river. Very little of the tobacco

produced in Kentucky and Tennessee, which formerly used to reach a market *via* New Orleans, now comes this way.

The export of tobacco from New Orleans, with destination, during the past ten years, has been as follows :—

Years.	Great Britain.	France.	North of Europe.	South of Europe, Mexico, &c.	Coastwise.	Total.
	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
1865-66	1,509	839	1,566	870	2,137	6,921
1864-65	185	19	..	..	1,627	1,831
1863-64	..	7	123	3	664	797
1862-63	569	3,969	2,094	2,383	3,541	12,556
1861-62	..	100	536	1,248	340	2,244
1860-61	7,464	4,544	6,577	18,915	2,306	39,806
1859-60	17,165	8,419	23,322	24,335	9,448	82,689
1858-59	20,144	9,876	23,599	19,910	6,445	79,974
1857-58	13,733	16,164	6,306	26,081	9,931	72,215
1856-57	11,446	1,288	15,150	13,665	8,632	50,181

The total receipts, exports, and sales of tobacco, during the past two years, have been as follows :—

			Receipts.		Exports.		Sales.	
			1865-66.	1864-65.	1865-66.	1864-65.	1865-66.	1864-65.
			Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
September	..	..	211	275	77	141	82	nil.
October	..	..	661	209	124	56	62	9
November	..	..	386	73	92	13	187	52
December	..	..	714	129	213	218	122	25
January	..	..	1,039	80	140	103	225	15
February	..	..	1,096	17	95	117	174	35
March	..	..	1,044	78	271	nil.	242	80
April	..	..	1,895	416	136	140	600	13
May	..	..	2,621	592	427	515	625	20
June	..	..	2,769	330	1,221	502	300	20
July	..	..	1,835	109	660	54	2,200	22
August	..	..	1,141	97	3,485	31	1,850	57
Total	..	..	15,412	2,405	6,921	1,890	6,669	348

The production of sugar and molasses in this State shows an improvement upon last year, but there is no foreign export of these articles. I annex, however, a Table showing the quantity sent coastwise during the last five years.

EXPORTS of Sugar and Molasses from New Orleans, for Five Years (up the river excepted) from September 1 to August 31.

Years.			Sugar.		Molasses.	
			Hhds.	Barrels.	Hhds.	Barrels.
1865-66	..	..	1,016	2,665	..	13,196
1864-65	..	..	882	217	1	5,266
1863-64	..	..	39,484	2,071	..	83,533
1862-63	..	..	98,266	9,969	..	187,143
1861-62	..	..	86,372	4,773	..	78,878

The comparative prices during five years have been as follows :—

COMPARATIVE Prices of Sugar on the Levee on the First of each Month for Five Years, embracing the Range from Inferior to Choice.

	1865-66.		1864-65.		1863-64.		1862-63.		1861-62.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
September ..	11½	to 20	—	—	—	—	—	to 10	3	to 7
October ..	11½	21	23	to 26½	11½	to 11½	—	9	4½	—
November ..	11	20	22½	25	11½	11½	—	11	1½	6
December ..	15¾	18¼	20	25	—	12	6¾	—	1¾	5
January ..	10½	18	12	25	—	—	6¾	—	1¾	4½
February ..	10½	17¼	20	25	8	13¾	—	9½	1½	4½
March ..	12½	17	18	25	10	14	—	10½	1½	4½
April ..	11½	16	12½	21	12	16¾	—	10	1½	4½
May ..	7½	15½	12	17½	8	22	—	10½	4	13
June ..	7½	15½	11¾	16½	—	—	—	11	3	7½
July ..	7½	16	12¼	15½	—	—	—	12½	3¾	5½
August ..	7½	17	10	19¼	—	27	—	12	—	6

COMPARATIVE Prices of Molasses on the Levee on the First of each Month, for Five Years, embracing the Range from Inferior to Choice.

	1865-66.		1864-65.		1863-64.		1862-63.		1861-62.	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
September ..	55	to 85	70	to 80	37½	to —	—	to 30	15	to —
October ..	50	75	85	87½	30	35½	30	34	—	19
November ..	70	90	80	90	—	60	—	30	14	18½
December ..	95	115	90	126	—	53	—	39	16	19
January ..	80	100	67½	125	—	54	—	41	16	20
February ..	70	90	105	128	50	62	—	35	12	16½
March ..	60	90	110	127	50	67	—	36	13	17
April ..	50	82½	80	90	60	77½	—	41	13½	20
May ..	45	50	25	60	65	100	—	37	—	22
June ..	45	50	75	85	—	—	—	38	—	17½
July ..	55	—	45	75	—	—	41	—	—	19
August ..	55	—	—	85	—	100	—	40	14	19

The other articles exported, or sent coastwise, from this port, are flour, pork, bacon, lard, beef, lead, whisky, and corn. I annex a Table giving the destination of these articles exported from here during the last three years :—

Ports.	1865-66.							
	Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whiskey	Corn.
	barrels.	barrels.	casks.	kegs.	barrels.	pigs.	barrels.	sacks.
New York ..	78,618	297	22	680	1,646	..	75	26,903
Boston ..	44,047	..	..	..	..	..	109	17,583
Philadelphia ..	1,947	..	..	..	..	..	..	1,250
Baltimore ..	423	..	..	..	..	..	..	..
Other United States' Ports	120,233	6,846	1,587	3,984	130	..	9,096	388,122
Great Britain ..	1,513	..	3	960	372	..	..	3,116
Cuba ..	10,746	2	162	18,059	30	..	..	37,907
Other Foreign Ports	38,096	667	141	11,078	151	..	1,147	33,305
Total ..	290,623	7,812	1,915	34,761	2,329	..	10,427	508,186

UNITED STATES.

TABLE—continued.

Ports.	1864-65.							
	Flour.	Pork.	Bacon.	Lard.	Beef.	Lead.	Whiskey	Corn.
	barrels.	barrels.	casks.	kegs.	barrels.	pigs.	barrels.	sacks.
New York	177,259	1,243	54	7,258	605	..	311	26,492
Boston	113,618	2,440	103	2,191	253	..	10	..
Philadelphia	974	..	..	..	..	..	..	..
Baltimore	..	..	..	..	..	..	..	..
Other United States' Ports	16,166	10,121	109	457	22	..	725	2,709
Great Britain	1,710	..	..	..	..	..	..	..
Cuba	2,499	..	127	6,464	25	..	..	2,000
Other Foreign Ports	18,061	104	137	3,932	194	..	852	16,113
Total	330,287	13,908	530	20,302	1,099	..	1,898	47,314
1863-64.								
New York	8,099	2,314	68	4,800	175	..	4	..
Boston	5,168	11	2	..	58	..	..	..
Philadelphia	450	..	..	..	..	..	..	..
Baltimore	..	..	..	..	..	..	..	..
Other United States' Ports	590	29	14	25	..	..	45	240
Great Britain	6,194	..	..	..	..	..	..	..
Cuba	..	199	611	14,429	10	..	3	300
Other Foreign Ports	30,140	241	341	28,335	196	..	59	34,101
Total	50,641	2,794	1,036	47,589	439	..	111	34,641

As will be seen by this Table, the quantity sent to Great Britain of the above articles from this port is merely nominal, though a large shipment used to take place in former years.

It is impossible to arrive at a just estimate of the amount of foreign products imported during the year, with the exception of such articles as coffee, sugar, and salt, as given in the following Table:—

DIRECT Imports of Coffee, Sugar, and Salt, for Three Years, from September 1 to August 31.

Articles.	1865-66.	1864-65.	1863-64.
Coffee—Cuba, &c. bags	6,458	1,514	138
„ Rio	53,748	15,848	13,374
Sugar—Cuba boxes & barrels	83,881	35,010	7,808
„ „ hogsheads	8,006	9,397	277
„ Brazil, &c. boxes & bags	..	..	..
Molasses—Cuba hogsheads & tierces	18,609	2,652	477
„ „ barrels	15,785	13,837	7,774
Salt—Liverpool sacks	444,525	12,800	10,801
„ Turk's Island, &c. bushels	76,567	..	100

The amount of produce of all kinds brought from the interior to New Orleans during the past three years has been as follows:—

Articles.	1865-66.	1864-65.	1863-64.
Alcohol barrels	854	956	1,780
Apples	69,532	35,902	39,693
Bacon asst. casks, &c.	16,243	13,582	14,930
„ barrels & boxes	2,299	4,942	4,432
„ Hams hog-heads	14,307	10,545	14,059
„ in bulk lbs.	17,740	..	13,361
Bagging pieces	3,842	6,371	2,208
Bale Rope coils	43,940	17,876	14,495
Beans barrels	6,312	12,381	11,555
Butter kegs	16,909	21,880	30,983
„ barrels	610	179	62

Articles.					1865-66.	1864-65.	1863-64.
Bran	..	..	..	sacks	191,474	113,314	44,093
Beef	..	..	..	barrels & tierces	9,288	26,541	53,082
" dried	..	..	..	lbs.	4,300	6,300	3,500
Cotton—							
Lake and Mississippi ..	..	..	..	bales	650,377	241,085	124,182
Lake	..	..	..	"	254	4,333	1,001
North Alabama and Tennessee ..	..	..	..	"	49,031	..	..
Arkansas	..	..	..	"	11,967	229	..
Montgomery	..	..	..	"	4,378	353	..
Mobile	..	..	..	"	26,483	16,776	647
Florida	..	..	..	"	12,785	630	..
Texas	..	..	..	"	32,111	7,604	5,214
Corn, in ears	..	..	..	barrels	27,289	4,170	40,666
" shelled	..	..	..	sacks	2,003,176	553,273	410,138
Cotton Seed	..	..	..	"	94,172	18,199	8,729
Cheese	..	..	..	boxes	55,273	26,781	35,744
Candles	..	..	..	"	64,210	31,717	43,262
Coal, Western	..	..	..	barrels	1,295,915	994,770	265,298
Dried Apples, &c.	..	..	..	"	148	1,214	2,025
Flaxseed	..	..	..	tierces	10	425	55
Flour	..	..	..	barrels	993,331	790,824	399,897
Feathers	..	..	..	bags	141	5	..
Glassware	..	..	..	boxes	5,240	2,851	612
Hemp	..	..	..	bales	856	8,171	303
Hides	..	..	..	..	76,490	9,951	22,256
Hay	..	..	..	bales	129,131	226,764	170,956
Iron, Pig	..	..	..	tons	1,963	..	60
Leather	..	..	..	bundles	7,329	3,575	3,358
Lard	..	..	..	tierces & barrels	21,272	11,245	18,027
"	..	..	..	kegs	27,012	7,303	9,655
Lime, Western	..	..	..	barrels	63,926	14,029	14,641
Lead	..	..	..	pigs	370	5	30
" bar	..	..	..	kegs	186	..	..
Molasses	..	..	..	barrels	27,403	18,725	143,460
Oats	..	..	..	barrels & sacks	621,432	278,938	735,562
Onions	..	..	..	barrels	38,513	17,552	13,322
Oil, Linseed	..	..	..	"	..	135	90
" Castor	..	..	..	"	5	95	86
" Lard	..	..	..	"	1,289	2,507	1,162
Pickles	..	..	..	kegs & barrels	819	3,468	2,178
Potatoes	..	..	..	barrels	255,713	144,223	150,615
Pork	..	..	..	tierces & barrels	75,847	41,795	67,022
"	..	..	..	boxes	3	..	..
"	..	..	..	hogsheads	716	..	580
" in bulk	..	..	..	lbs.	271,140	230,800	..
Porter and Ale	..	..	..	barrels	19,881	11,604	8,405
Packing Yarn	..	..	..	reels	665	789	83
Rice	..	..	..	sacks	20,978	13,443	25,816
Rosin	..	..	..	barrels	18,741	1,648	90
Skins, Deer	..	..	..	packs	98	117	69
Shot	..	..	..	kegs	2,386	17	225
Spirits, Turpentine	..	..	..	barrels	12,000	147	19
Sugar	..	..	..	hogsheads	17,895	9,978	75,153
"	..	..	..	barrels	919	2,045	8,238
Soap	..	..	..	boxes	5,121	36,287	18,846
Shingles	..	..	..	M.	1,588	1,907	58
Staves	..	..	..	M.	2,510	1,064	346
Tallow	..	..	..	barrels	412	332	57
Tobacco, leaf	..	..	..	hogsheads	15,412	2,410	1,363
" chew	..	..	..	boxes	38,411	13,939	14,184
"	..	..	..	bales	90	79	96
Twine	..	..	..	bundles	1,541	2,151	1,899
Wool	..	..	..	bags	3,083	573	220
Whiskey	..	..	..	barrels	58,916	21,243	16,615
Wheat	..	..	..	barrels & sacks	636	2,024	..

Large quantities of dry goods, wine, crockery, and beer, have been received by a line of steamers running direct from Liverpool to New Orleans; but still larger quantities of the same articles are received *via* New York. The amount of duty received at the New Orleans Custom-house during the year ending 31st December, 1866, amounted to 5,439,989 dollars and 80 cents species.

The rates of Exchange have been as follows:—

COMPARATIVE Rates of Exchange on London, Paris, and New York, on the First of each Month for Three Years past.

Months.	1865-66.			1864-65.			1863-64.		
	London. clear.	Paris.	New York.	London. clear.	Paris.	New York.	London. clear.	Paris.	New York.
September..	per ct. 150	per \$ 359 $\frac{3}{8}$	dis. ..	per ct. 235	per \$ 2 22	dis. ..	per ct. 142 $\frac{1}{2}$	per \$ 3 85	dis. ..
October ..	154 $\frac{1}{2}$	365	..	245	2 35	..	152 $\frac{1}{2}$	3 67	..
November..	153	365 $\frac{3}{8}$	..	237 $\frac{1}{2}$	2 42	..	165	3 42	..
December..	159 $\frac{3}{8}$	357 $\frac{1}{2}$	..	252 $\frac{1}{2}$	2 27	..	165	3 50	..
January ..	156 $\frac{1}{2}$	311 $\frac{1}{4}$	..	244 $\frac{1}{2}$	2 35	..	167 $\frac{1}{2}$	3 37	2 $\frac{1}{2}$
February ..	148 $\frac{3}{8}$	380	-a2 $\frac{1}{4}$	211 $\frac{1}{4}$	2 66	..	174	3 20	..
March ..	146 $\frac{3}{8}$	387 $\frac{1}{8}$	-a2	213 $\frac{3}{4}$	2 65	..	177 $\frac{1}{2}$	3 17	..
April ..	132 $\frac{1}{2}$	425 $\frac{3}{4}$	1 $\frac{3}{8}$ a2	177 $\frac{1}{2}$	3 15	..	176	3 14	..
May ..	132 $\frac{1}{2}$	419 $\frac{2}{3}$	-a1 $\frac{1}{8}$	157 $\frac{1}{2}$	3 60	..	197 $\frac{1}{2}$	2 80	..
June ..	152 $\frac{1}{2}$	360	-a1 $\frac{1}{8}$	145	3 87	..	209 $\frac{1}{2}$	2 71	..
July ..	162 $\frac{1}{2}$	335	-a1 $\frac{1}{4}$	150 $\frac{1}{2}$	2 75	..	235	..	..
August ..	158 $\frac{1}{2}$	352 $\frac{1}{2}$	1 $\frac{3}{8}$ a2	150	3 80	..	322 $\frac{1}{2}$	1 85	..

NEW ORLEANS Wholesale Prices Current made up from Actual Sales as they transpire, carefully Revised and Corrected for the past Three Days ending Friday, February 22, 1867.

Articles.	From	To	Articles.	From	To
	\$ c.	\$ c.		\$ c.	\$ c.
Agricultural Implements:			Candles, per lb.— <i>cont.</i>		
Cotton & Sugar Plows .	6 00	25 00	Adamantine ..	0 17	0 22
Yost's Plows & Scrapers	..	12 00	Tallow ..	..	0 20
Cotton Scrapers ..	..	7 50	Star ..	0 17	0 22 $\frac{1}{2}$
" Sweeps ..	..	7 50	Chocolate, per lb.:—		
Cultivators ..	..	13 00	Cocoa ..	..	0 54
Shovels ..	10 00	18 00	No. 1 ..	0 50	0 52
Spades ..	11 00	20 00	Sweet and Spiced	0 35	0 67
Axes ..	15 00	19 00	Cider, per bbl.:		
Bagging, per yard:			Western ..	none	here
Kentucky ..	0 18	..	Northern ..	none	here
East India ..	0 22	0 23	Coal, per ton:		
Bale Rope, per lb.:			Anthracite ..	11 00	13 00
Kentucky ..	0 9	0 13	Cannel ..	16 00	17 00
Bran, per 100 lbs.:	..	2 00	Western, per bbl. ..	0 55	0 60
Bread, per 100 lbs.:			Corks, Velvet, regular ..	8 00	10 00
Pilot ..	..	9 00	" pointed ..	4 00	6 00
Crackers ..	..	10 00	Coffee, per lb.:		
Bricks, per M.:			Rio ..	0 25	0 27
Lake, all kinds ..	20 00	25 00	Havana ..	0 30 $\frac{1}{2}$	0 32
Fire, English ..	50 00	..	Java ..	0 43	0 44
" American ..	40 00	..	St. Domingo ..	0 26	..
Candles, per lb.:			Copper, per lb.:		
Sperm, New Bedford ..	0 43	0 43	Braziers ..	0 42	0 45
			Sheathing ..	..	..

Prices Current—(continued.)

Articles.	From	To	Articles.	From	To
Copper per lb.— <i>cont.</i>	\$ c.	\$ c.	Fruit, per box— <i>cont.</i>	\$ c.	\$ c.
Copper Bolts	0 45	0 50	Almonds, Softshell ..	0 38	..
Yellow Metal	none	here	„ Spanish, Hardshell ..	none	here
Cordage, per lb.:			Glass, per box of 50 feet:		
Manilla	0 23	0 24	French, 8 × 10 ..	4 50	5 00
Tarred, American ..	..	0 21	„ 10 × 12 ..	5 00	5 50
Russia	0 30	..	„ 12 × 8 ..	6 00	..
Corn Meal, per bbl. ..	5 75	..	Grain, per bushel:		
Cotton Seed, per ton:			Malt, Western ..	1 20	1 25
Rough, delivered here.	7 00	11 00	„ Canada ..	1 80	2 00
Hulled, per bushel ..	..	..	Oats	..	1 00
Drugs, per lb.:			Corn, shelled, per bbl.	1 10	1 15
Arrowroot, Jamaica ..	..	0 50	Beans, Western, per bbl.	8 00	13 00
„ Bermuda ..	0 75	0 90	„ Northern ..	8 00	10 00
Alum	0 5	0 6	Hops, per lb. ..	0 65	0 70
Borax	0 37	0 40	Gunny Bags, per bag ..	0 26½	..
Brimstone	0 5	0 6	Hay, per ton:		
Bi-Carbonate of Soda ..	0 9	0 11	Western	37 50	38 00
Camphor	1 20	1 30	Northern	none	here
Copperas	0 4	..	Louisiana	none	here
Epsom Salts	0 5½	..	Hides, per lb.:		
Gum Arabic	0 80	1 00	Drysalted, Mexican ..	0 14	0 17
Opium	10 00	11 00	Wet „ City slaughter	0 9½	0 10½
Rhubarb	8 00	4 00	Kip skins	..	0 11
Soda Ash	0 4¾	0 5½	Dry, Country	0 13	0 14½
Sarsaparilla	0 40	0 50	Pelts, per piece ..	0 20	0 25
Senna	0 35	0 38	Iron, per ton:		
Sal Soda	0 5	0 5	Pig	45 00	49 00
Sulphur, Flour	0 7	0 8	Country Bar, per lb. ..	0 7½	0 8½
Quinine, per oz. ..	2 30	2 40	English, per lb. ..	0 6	0 7
Morphine, per oz. ..	7 75	8 50	Swedes, assorted ..	0 8½	0 9½
Dyes, per ton:			Hoop, per lb. ..	0 8½	0 12
Logwood, Campeachy ..	..	0 5	Sheet	0 8½	0 11
„ St. Domingo ..	0 3	0 6	Boiler	0 10	0 10½
Fustic, Tampico ..	0 5	..	Nail Rods	0 12½	0 14
Indigo, per lb. ..	1 00	1 60	Iron Cotton Ties ..	0 11	0 12
Madder	0 18	0 20	Castings, American ..	0 7½	0 8
Eggs, per bbl. West ..	20 00	22 00	Lead, per 100 lbs.:		
Feathers, per lb. ..	0 95	1 15	Pig	12 00	13 00
Fish, per bbl.:			Bar, per lb. ..	0 12½	0 13
Mackerel, No. 1 ..	21 00	..	Sheet	0 14	0 15
„ No. 2 ..	20 00	..	Pipe	0 14	0 15
„ No. 3 ..	16 50	..	Leather, per lb.:		
Cod, per box ..	1 75	1 85	Sole, Hemlock ..	0 40	..
Herrings	..	0 75	„ Oak	0 50	0 53
Flaxseed, per lb. ..	0 9	..	Harness	0 45	0 55
Flour, per bbl.:			Calf skins, per doz. ..	42 00	75 00
Superfine	11 50	..	Texas, rough, per lb. ..	0 15	0 20
Extra	11 75	16 00	Lime, per bbl.:		
Fine	10 25	11 00	Shell Lime	1 50	2 00
Fruit, per box:			Western	1 50	2 00
Raisins, M.R. ..	4 15	..	Rockland, &c. ..	2 00	2 10
„ Layer ..	4 20	..	Cement	2 75	3 25
„ C. ..	4 00	..	Plaster, Paris ..	3 75	4 00
Lemons, La., per 100..	..	1 50	Lumber, per M. feet:		
„ Malaga, per box ..	3 50	..	Boards, w. p., common.	18 00	..
Oranges, La., per 1,000	..	67 00	„ merchantable ..	20 00	25 00
„ Sicily, per box ..	3 00	..	„ clear	none	here
Prunes, per lb. ..	0 18	0 20	„ yellow pine ..	18 00	13 00
Figs, Drum	0 23	..	„ cypress	30 00	75 00
Dried Apples, per lb. ..	0 9	0 10	Oak lumber, per cubic ft.	0 35	0 40
Currants, Zante ..	0 17	0 19	Cedar	40 00	50 00
Citron	0 40	0 45	Flooring & ceiling, clear	50 00	60 00

Prices Current—(continued.)

Articles.	From	To	Articles.	From	To
	\$ c.	\$ c.		\$ c.	\$ c.
Flooring, merchantable	45 00	55 00	Paints, per 100 lbs.—cont.		
Weather b'rd'g, dressed	40 00	45 00	Chalk, per bbl.	4 0	4 50
" " rough.	30 00	35 00	Plantation Goods, per case:		
Joists ..	30 00	35 00	Boots, per doz.	33 00	120 00
Shingles, per M.	6 00	7 00	Shoes ..	16 50	30 00
Laths ..	5 00	6 00	Hats ..	9 00	15 00
Walnut ..	75 00	100 00	Porter and Ale:		
Poplar ..	40 00	60 00	London, quarts, per doz.	3 00	3 25
Oak boards & wh'l arms	62 00	85 00	" pints, per doz.	2 50	2 75
Ash ..	50 00	..	Northern Ale, per bbl.	18 00	22 00
Hickory ..	50 00	..	" per doz. qrts.	3 25	3 50
Molasses, per gallon:			" per doz. pints	2 25	2 50
Louisiana ..	0 72	0 81	Provisions, per bbl.:		
Muscovado ..	0 50	0 60	Beef, Mess, North ..	20 00	23 00
Refinery Reboiled ..	..	..	" " Western ..	15 00	20 00
Moss, per lb.:			" " North, $\frac{1}{2}$ bbl.	15 00	16 00
Gray Country ..	0 3 $\frac{1}{2}$	..	" Dried, per lb.	0 16	..
Black ..	0 4 $\frac{1}{2}$	0 5 $\frac{1}{2}$	" Tongues, per doz.	10 00	11 00
Select black waterrotted	0 6	0 7	Pork, Mess ..	21 75	22 00
Nails, per lb.:			" Prime Mess ..	20 50	..
American 4d. to 8d.	0 7	0 7 $\frac{1}{2}$	" Hoground, per lb.	none	here
Wrought, German ..	0 15	0 20	Bacon, Hams, per lb.:	0 17	..
" English ..	0 18	0 20	" " canvassed	0 18	0 18 $\frac{1}{2}$
Naval Stores, per bbl.:			" Sides ..	0 12 $\frac{1}{2}$	0 13 $\frac{1}{2}$
Tar ..	4 00	..	" Shoulders ..	0 11	0 11 $\frac{1}{2}$
Pitch ..	5 00	..	Breakfast Bacon ..	..	0 19
Resin, A No. 1 ..	5 25	6 00	Green Shoulders ..	0 8 $\frac{3}{4}$	..
" No. 2 ..	..	5 00	Lard, Prime, in tierces	0 12	0 12 $\frac{1}{2}$
" No. 3 ..	4 00	4 50	" " in kegs..	0 14 $\frac{1}{4}$	..
Spirits Turp'tine, per gal	..	0 85	Butter, Northern ..	0 40	0 46
Varnish, Bright ..	2 90	3 50	" Western ..	0 20	0 35
Oil Cake, per ton:			Cheese, Western ..	0 18	0 19
Linseed Meal ..	..	39 00	" Good Northern	0 15	0 20
Cotton Seed ..	36 00	..	" English Dairy.	0 20	0 21
" Meal ..	30 00	..	Potatoes, per bbl. West'n	2 50	3 00
Oils, per gallon:			Onions ..	4 50	5 00
Coal in bbls. ..	0 62 $\frac{1}{2}$	0 68	Green Apples ..	3 00	4 50
" in cases ..	0 70	0 75	Sour Krout, per lb.	7 00	8 60
Lard ..	1 00	1 25	Powder, per keg, 25 lbs..	7 50	8 50
Linseed ..	1 45	..	Rice, per lb.:		
Sperm ..	2 75	3 00	Louisiana ..	0 9	0 11 $\frac{1}{2}$
Whale, Refined ..	1 75	1 80	India ..	0 9	0 9 $\frac{1}{2}$
Neatfoot ..	1 75	2 25	Carolina ..	0 11	0 12 $\frac{1}{2}$
Cotton Seed, Crude ..	0 90	1 00	Salt, per sack:		
" Refined..	1 20	1 25	L'pool Fine, fm w'house	1 80	1 95
Castor ..	2 30	2 70	" " from store	2 00	2 05
Olive, 16 to 18 oz. ..	7 00	9 00	Liverpool, coarse cargo	1 55	1 77 $\frac{1}{2}$
" 22 to 24 oz. ..	8 75	9 50	" " from warehouse	1 75	1 85
" 11 to 12 oz. ..	8 50	10 00	" " from store ..	1 90	1 95
Tanners', per gall.	1 25	1 50	Turks I. &c., per bushel	none	here
Paints, per 100 lbs.:			Saltpetre, per lb.:		
Lead, Red ..	16 00	20 00	Refined ..	0 14	0 22
" White, American	10 00	16 00	Crude ..	0 13	0 15
" English, per lb.	0 12	0 18	Sardines:		
Vermillion ..	0 50	0 55	Whole boxes ..	..	0 60
Zinc, White, American.	0 11	0 15	Half boxes ..	0 34	0 35
" French ..	0 16	0 20	Quarter boxes ..	0 19	0 21
Chrome, Green ..	0 25	0 40	Soap, per lb.:		
" Yellow ..	0 30	0 40	Western ..	0 8	0 12
Litharge ..	0 18	0 20	Northern ..	0 10	0 14
Venetian red, in oil, lb.	..	0 15	Southern ..	0 9	0 9 $\frac{1}{2}$
Spanish Brown, in oil.	0 15	..	Castile ..	0 14	0 16
			Palm ..	0 10 $\frac{1}{2}$	0 11

Prices Current—(continued.)

Articles.	From	To	Articles.	From	To
	\$ c.	\$ c.		\$ c.	\$ c.
Spices, per lb.:			Teas, per lb.— <i>cont.</i>		
Cassia	0 70	0 80	Gunpowder ...	1 15	2 00
Mace	1 35	1 45	Hyson	1 15	1 75
Cloves	0 45	0 50	Young Hyson ..	1 10	1 75
Ginger, Race ..	0 25	..	Pouchong	0 70	0 75
„ Ground	0 35	..	Oolong	0 90	1 45
Nutmegs	1 40	1 50	Souchong	1 10	1 40
Pepper	0 34	..	Tin, per lb.:		
Pimento	0 32	..	Block	0 38	0 42
Spirits, per gallon:			In Plates, X, per box ..	..	18 00
Brandy, Cognac ..	7 00	15 00	„ I. C.	..	15 00
„ Rochelle	6 75	8 00	Leaded Plates, X	..	18 00
„ Bordeaux	5 50	6 50	„ I. C.	..	15 00
„ American	2 40	5 00	Tobacco, in hhds., per lb.:		
Gin, Holland	4 75	6 00	Balers and cutters ..	0 15	0 20
„ American	2 40	3 00	Choice and Selections ..	0 15	0 20
Rum, Jamaica	7 00	12 00	Fine Leaf	0 12½	0 15
„ New Orleans ..	1 00	2 00	Medium Leaf	0 7	0 10
Whisky	2 25	2 40	Fair Leaf	0 10	0 12
Alcohol	4 75	4 85	Common Leaf	0 5	0 7½
Absynthe, per doz. ..	25 00	28 00	Good refused	0 4½	0 5
Vermouth	8 00	11 00	Common Refused ..	0 3	0 4½
Starch, per lb., Northern	0 8	0 12	Mason County	none	here
„ Western	0 6	0 7½	Perique Chewing—		
Staves, per 1,200:			1st quality per Carrett.	5 00	..
White oak, pipe culled.	115 00	125 00	Smoking, 1st quality ..	4 00	..
„ hhd. culled	80 00	110 00	Twine, Cotton, per lb. ..	0 60	0 80
French butts	65 00	90 00	Baling	0 25	..
White oak headings ..	none	here	Vinegar, per gallon:		
Steel, per lb.:			Cider	0 22½	0 25
Cast	0 30	0 35	White Wine, per gall. ..	0 50	0 75
Blistered, English ..	0 20	0 22	Wines, per gallon:		
„ American	0 18	0 20	Port	1 30	10 00
German	0 20	0 22	Madeira	2 00	10 00
Sugar, Louisiana, per lb.:			„ French	1 30	..
In the City	0 9	0 14½	Sherry, in casks, per gall.	1 35	..
Havana, White	0 15½	0 16½	Teneriffe	1 50	1 75
„ Yellow	0 13½	0 14	Sicily Madeira	1 60	1 90
„ Brown	0 11½	0 12½	Malaga, Sweet	1 75	2 25
Porto Rico	..	..	„ Dry	1 75	2 25
Loaf, Northern	0 19	0 20	Claret, Bord'x, per cask	58 00	100 00
Crushed, Northern ..	0 17½	0 18	„ per case	3 30	15 00
Pulverised	0 17½	0 18	Champagne, per dozen	14 00	40 00
Coffee Sugar	0 13	0 15	Catawba	2 50	3 00
Cut Loaf	0 18	0 19	Wool, per lb.:		
Shot, per bag:			Washed	0 35	0 40
Buck & Drop all size 25lbs.	3 00	3 25	Burly	0 12	0 15
Tallow, per lb.:			Louisiana, Native ..	0 15	0 20
City rendered	..	0 10	Texas, ½ to ¾ Merino ..	..	0 23
Country rendered ..	none	here	„ ¾ to 1 Merino ..	0 23	0 28
Teas, per lb.:			Zinc, per lb.:		
Imperial	1 15	2 00	Pig	0 13½	0 15
			Sheet	..	..

Agriculture.—The time has come round when one can fairly say that the very sanguine estimates that have been made during the past season upon the expected result of the cotton crop in this district have not been realised. There are several reasons for this, independently of the unsettled state of the labour market.

The past season has certainly been a bad one for the cultivation of cotton; the high water in the rivers, and consequent overflow of the plan-

tations upon low lands, has been very damaging in its results upon the crop. In the State of Louisiana alone, seven or eight of the principal parishes were, during a considerable period, submerged, and their crop in consequence has been extremely small. The State of Mississippi has suffered severely also from this as well as other inflictions. The damage from heavy rain, and the ravages of the worm, have been very great; and then, when we consider that not more than about three-fifths of the cotton lands which were in cultivation in the season of 1859-60 have been under cotton this season, it is useless to expect such a crop as has been predicted by many persons who are interested in making out that a large supply is coming forward.

General Remarks.—As to the efficiency of negro labour under the free system as it now exists, the accounts received from the country would lead me to suppose that it is far more effective than the Southern people supposed it would be. There are certain places where it has not been so, and where the negroes have not carried out the contracts made in the early part of the year; but in many of such cases I think it is highly probable the negro has not been properly treated by those employing him, or has been enticed away from his work by parties interested in procuring labourers for other parts of the country. There has no doubt been a scarcity of negro labour in the country, as many negroes who have been accustomed to a plantation life have flocked to the towns; but this is a matter that will soon correct itself, as those who find they cannot obtain work in the town will soon be obliged by their necessities to seek it on the plantation.

The want of capital is severely felt in the Southern States, as from the uncertainty attending the cultivation of the cotton staple, planters find it extremely difficult, in fact nearly impossible, to obtain advances upon the growing crops; but I still see no reason to change the opinion I expressed in my report of last year, that an energetic man, of moderate capital and free from debt, who will treat his labourers well, will ultimately realise a competent income from the cultivation of cotton in the Southern States.

The system which has been lately inaugurated by the Freedmen's Bureau of affording gratuitous transportation to the needy of the coloured race wishing to emigrate from the North-Eastern States to South, is likely to have a good result. It will bring the negro to those states where there is no dearth of employment, and where they will find planters waiting to engage them at a good rate of wages, and where they will be protected in their rights by the officers of the Bureau. We may ultimately expect to find cotton cultivated more generally on much smaller plantations than at present, and men with smaller capital than those now engaged in planting will find that, employing but a few hands, they will be able to realise a handsome return for the money invested in either buying or leasing a few acres of cotton producing land. The labourer will work better under the personal supervision of the owner of the land than he will under that of an overseer.

Everything considered, I cannot agree in the gloomy views expressed by planters. A great change has no doubt taken effect as regards the system of labour, but I look forward to the period when Southern men will consider that change a blessing in many ways.

New Orleans, February 23, 1867.

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B R A Z I L .

GRAM PARA AND AMAZONAS.

Report by Mr. Consul James Hay on the Trade and Commerce, Produce, and Agriculture, of the Provinces of Gram Pará and Amazonas, for the Year 1866.

SHIPPING AND NAVIGATION.

The amount of shipping which has entered the Port of Pará, during the years 1865 and 1866, is as follows:—

	Foreign Shipping.			British Shipping.			Total Shipping.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1865 ..	43	28,309	..	53	11,397	507	96	33,706	..
1866 ..	70	34,732	1,352	69	17,436	801	139	52,168	2,153

As is shown by the above table the number of British vessels entering this port equals or exceeds each year the number of all foreign shipping, though the tonnage of the latter is heavier, as therein are included the North American steam-packets, which run twice a month between New York and Rio de Janeiro, and touch at Pará, Pernambuco, and Bahia.

Steam communication has also been established between Pará and Liverpool by a line of screw steamers, two of which have each made a double voyage during the year, calling at Lisbon, Ceará, and Maranham on the outward and homeward voyage.

In the coasting trade there entered, in 1866, 96 vessels of 61,752 aggregate tonnage; of these vessels 53 were Brazilian, chiefly steamers belonging to the line of communication between Pará, Rio de Janeiro, and the intervening ports, 5 British, 13 United States, 5 Hanoverian, 15 French, 4 Portuguese, and 1 Dutch.

Lighthouses and Lights.—The only light on the coast of this province, or at the entrance of the Amazon, is that placed in the Salinas Channel on the Atalaia Point, in latitude $0^{\circ} 34' S.$, and longitude, east from the island of Ferro, $32^{\circ} 32'$. It is visible 17 miles, and is a varied light. Vessels wishing to anchor in this channel can do so in six or seven fathoms, the light bearing south-east from the ship.

Exports.—The total value of exports in 1866 amounts to Milreis 7,384,544\$059, equal in value, at the average exchange of 26*d.* to the milreis, to £799,983.

The total official values of the produce exported in the year 1866, compared with the three preceeding years, shows a steady and gradual increase, principally to be attributed to the greater export and value of rubber, as the quantities exported of other articles have not increased in the same proportion.

	Milreis.				
1863	5,127,315\$307				
1864	5,329,137 742				
1865	6,459,315 951				
1866	7,384,544 059				

The principal articles of export are rubber, cacáo, Brazil-nuts, and hides.

Rubber.—This produce is the most important article of exportation at Pará, and is the most remunerative; its production, however, has contributed much to give to the originally quiet inhabitants a taste for a reckless and wandering life, and has deprived other branches of agriculture of labourers. The rubber tree grows mostly in very unhealthy situations, and in marshy soil; intemperance, bad nourishment, and the malaria on the banks of the rivers shorten the lives of the men engaged in the extraction of this produce, yet, so great are the profits to be obtained, that hundreds of canoes cross every year from the left bank of the Amazon to the islands, and to the forests around Macassá in search of rubber.

No precautions are taken to preserve the trees, and from this cause, already, some districts produce a much smaller quantity than formerly. The tree, however, grows in great abundance throughout the whole valley of the Amazon, and on the banks of the tributary rivers.

TABLE of the Quantities and Value of Rubber exported during the past three years.

			Quantity.	Value.
			Arrobas.	Milreis.
1864	..	..	183,206	3,257,146 637
1865	..	..	256,967	3,969,036 792
1866	..	..	291,091	5,521,853 668

Cacáo.—This important article is of spontaneous growth, and could be produced to a far greater extent if more pains were taken in the cultivation of the tree. The quality of the Pará fruit is considered amongst the best. Its cultivation requires no great capital nor any great amount of labour; but this branch of agricultural industry is neglected like all others. When properly conducted few agricultural pursuits are so remunerative as a cacáo plantation. The peasants grow small plantations, and collect, annually, in the forests the wild fruit. Cametá is the chief place for this produce. The tree requiring a moist soil the plantations are generally grown on the banks of the rivers. The inundations occasioned by the swelling of the rivers during last year caused a considerable decrease in the quantity exported.

The exports of cacáo during the past three years are as follows :—

			Quantity.	Value.
			Arrobas.	Milreis.
1864	..	..	234,542	1,132,441 8305
1865	..	..	244,147	1,413,594 125
1866	..	..	94,966	811,621 725

Brazil-nuts.—Quantities and value exported in 1865 and 1866 are as follows :—

			Quantity.	Value.
			Alquieras	Milreis.
1865	..	..	89,616	354,253 000
1866	..	..	24,574	148,799 350

The low prices of this produce in foreign markets during last year decreased considerably the exportation. The tree producing this nut is

of great size, and grows wild in the forests and on the banks of the rivers. Very little industry is required to collect an abundant harvest.

Cotton.—Though this province has large and fertile districts where cotton might be grown, its cultivation, notwithstanding high prices, is very limited, and no progress has been made.

Bragança, Cintra, and some other places between Pará and Maranham, are the principal districts which send this article to the Pará market.

On the River Acará the formerly flourishing cotton estates have been abandoned since the revolution of 1835. The island of Marajo is particularly suitable for the growth of cotton, but indolence and want of capital prevent any large production. The want of labourers in the field is great, and is felt in this as in every other branch of agriculture.

On the Upper Amazon, where, under the despotic rule of the Marquis of Pombal in the last century, the Indians grew and wove much cotton, none whatever is now grown. The cotton gin is yet a myth in this province. The free coloured population, and the few white men living on the sea-coast between Pará and Maranham, pay but little attention to the raising of cotton, or indeed to any other agricultural industry, and appear to live content on fish, on the abundance of game in the forests, and on their small and badly-managed fields of mandioca root. Slave labour is scarce, and the owner of an estate, in addition to the general want of capital, is accustomed to lead too indolent a life to care about improving his property.

The quantity and value of cotton exported in 1865 and 1866 was as follows :—

	Quantity.	Value.
	Arrobas.	Milreis.
1865	9,973	159,703\$499
1866	7,760	132,299 529

Sugar.—No province of the Brazils, and perhaps no country in the world offers such facilities for raising sugar as the Valley of the Amazon. In the fertile Keconcano of Bahia the planter of the sugar-cane is seldom able to produce a yearly harvest from the same plants, yet in the marshy and low grounds of Pará the same plants yield an abundant crop for twenty-five years or more consecutively, and grow to a height averaging from 15 to 25 feet.

As the sugar-cane is for the most part grown on the borders of the numerous rivers and creeks of the country, there is every facility for transport and communication; but, notwithstanding the great advantages thus offered by nature, the cultivation is in a most backward state, both owing to the want of field hands and a proper system of culture.

Though inferior brown sugar is exported from Pará, this province imports annually, for home consumption, about 50,000 arrobas of refined sugar from Pernambuco.

Nearly all the smaller sugar estates produce, solely, the cachaça, or white rum, this beverage being much sought after by the Indians and free coloured population.

Few large estates are provided with proper machinery, the mills are generally water-mills, though steam-engines have lately been employed with great success.

When properly conducted the raising of sugar has proved most remunerative; but as slave trade is very limited and capital rare this

industry is at present very insignificant and not all proportioned to the natural advantages.

Anatto Dye.—The exportation of this article has considerably increased during the last year. The cultivation is scattered all over the province and taxes very little the industry of the population.

The quantity and value of Anatto exported in 1865 and 1866 were as follows :—

	Quantity.	Value.
		Milreis.
1865	Arrobas. 6,822	46,334 950
1866	11,324	90,323 934

Tobacco.—This plant grows with great facility and luxuriance in these provinces, but, though such a vast field is open to enterprize in the cultivation of this article, tobacco is at present only grown for home consumption, and does not figure in the exportation list.

Indolence and a dislike to any industrial exertion is the only reason that can be given, as this culture is well adapted for small capitalists and requires comparatively but few hands. The quantity of tobacco produced is small but excellent in quality, particularly the Iritnia and Barba.

Isinglass.—The fish which produce this article are caught annually, in great quantities, at the mouth of the Amazon.

Isinglass is almost entirely sent to Great Britain. The following is a table of the quantities and value exported during 1865 and 1866, showing an increase in value, and decrease in quantity :—

	Quantity.	Value.
		Milreis.
1865	Arrobas. 1,755	41,270 250
1866	1,544	54,806 552

Rice.—Rice grows luxuriantly on the lowlands, and forms an article of export chiefly to the United States and to Portugal. The quantity exported of late years is small compared to the quantity formerly exported.

Piassaba (reeds).—This reed is always in great request, and in quality is superior to that found in the southern provinces of the empire. It is entirely of spontaneous growth, and is used in this country to make a rough but very durable rope. Piassaba is chiefly exported for the manufacture of brushes. The quantity exported has lately increased in value.

Salsaparilla.—This medicinal plant is collected by the Indians in the forests. The quantities and value exported are as follows :—

	Quantity.	Value.
		Milreis.
1865	Arrobas. 1,456	31,328 315
1866	1,413	86,251 386

Hides.—Hides are exported both in a raw and dry state. During the last year £26,310 value of Hides were exported to the United States, France, Portugal, and Italy.

Capiny oil, and Cumaru (or Tonquin Bean) grows wild, and are gathered in the forests. The following is a table of the quantities exported in 1865 and 1866 :—

	Capiny.		Cumaru.	
	Quantity.	Value.	Quantity.	Value.
	Arrobas.	Milreis.	Arrobas.	Milreis.
1865	163,737	71,999\$090	8,517	3,408\$800
1866	162,780	80,306 600	18,779	6,963 200

Coffee.—Though this province is capable of yielding a very abundant harvest the cultivation of the coffee plant is entirely neglected. There exist at Vigia, near the mouth of the Amazon, some plantations which produce an excellent quality, and there are many other places which would without doubt yield rich crops. This province imports annually about 15,000 arrobas of coffee from Ceará. The province of Mainas in Peru, on this side of the Andes, grows an excellent coffee, but owing to the present want of communication this valuable produce is never exported.

Vanilla.—Vanilla abounds in the forests, clambering in wild luxuriance, but its collection or cultivation is entirely neglected.

Minerals.—The Mineral wealth of the Amazon Valley is entirely unexplored, and from want of energy and capital remains so, though gold, iron, quicksilver, copper, and coal are said to exist.

— *Woods.*—Innumerable quantities of different fine cabinet woods, hard woods, and dye woods grow in the vast forests of Pará and Amazonas, but freight, export duties, and the high price of labour are yet too heavy to encourage exportation.

Imports.—The Official estimate of the value of imports during the years 1864, 1865, and 1866 is as follows :—

	Value in Currency.	Value in sterling at 26d. to the milreis.
	Milreis.	£
1864	5,224,393\$583	560,976
1865	4,494,533 106	486,907
1866	4,711,653 488	510,429

Cotton goods are chiefly imported to this market from England, though France and other continental states send some fine qualities of muslins and prints, which are high in price, and of which the consumption is consequently very limited. Formerly the United States competed in this market with England in strong cotton stuffs, but of late years England alone has supplied this article, as also all linen goods.

Cloth is imported from England, France, and Belgium.

The better qualities of writing paper are sent from Belgium and France, and the inferior from the United States.

In hardware the United States continue to compete successfully with England, particularly in such articles as axes, adzes, hatchets, choppers, and "terrados," a kind of short sword or wood-knife. The inferior cutlery is imported from Germany.

Crockery is almost entirely supplied from England, France only sending a small quantity of the finer kinds.

Iron, copper, lead, and tin are exclusively supplied from England, as is also powder, of which some 4,000 barrels were imported during 1866.

The quantity of flour imported during 1866 has been 13,090 barrels from the United States; 3,491 cases from France; 970 barrels from Portugal; 600 barrels from Trieste. The native population of these provinces, as indeed throughout the Brazils, subsist principally upon the mandioca root flour, and thus the consumption of bread or wheat flour is not as great as it would otherwise necessarily be.

Over 5,500 barrels of Bass's and Tenent's beer were imported to Pará during 1866.

Large importations are annually made of all articles of consumption and luxury from Europe, England figuring as the principal mart from whence the goods are imported.

The following are the average market prices, during 1866, of the principal articles of produce, to which are added the prices of bread, beef, and other articles of consumption:—

Rubber, fine,	19,000 reis to 21,000 the arroba.
" other qualities,	12,000 reis to 17,000 reis.
Cacáo,	9,200 reis the arroba.
Rice, in the pod,	2,000 reis the alquiere.
" cleaned	2,800 " "
" ground	1,000 the arroba.
Cotton	15,000 reis per arroba.
Isinglass	30,000 " "
Anatto	8,000 " "
Brazil Nuts	6,000 reis the alquiere.
Coffee	11,000 reis the arroba.
Bread	7½d. the lb.
Beef	5½d. "
Fowls	2s. 2d. to 4s. each.
Milk	5d. the pint.
Sugar	4½d. the lb.
Potatoes	5d. "
Eggs	1s. 7d. the dozen.

Weights and Measures.

Brazilian.		English.
1 lb.	equal to	1·012 lbs.
1 arroba	"	32·38 "
1 quintal	"	129·517 "
1·002 alquieres	"	1 bushel.
17 Canadass	"	16 imperial gallons.
1 Várá	"	1·198 yards.
1 Corado	"	0·741 "

The fluctuations of the exchange on London during 1866 are as follows:—

January	27d. to 26½d. the milreis.	July	25½d. and 25½d. the milreis
February	26½d. and 27½d. "	August	26d. and 26½d. "
March	27d. "	September	26d. "
April	27d., 26d., and 26½d. "	October	26d. and 26½d. "
May	26½d. "	November	26½d. and 26¼d. "
June	26½d. and 25½d. "	December	25½d. and 26d. "

Freight.—The rates of freight to England during the year has varied, for rubber, from 30s. to 45s. per ton; cacao, from 50s. per ton; Brazil-nuts, from 35s. per ton.

Population of the Provinces of Pará and Amazonas.—Owing to the immense extent of territory there is great difficulty in ascertaining the true numbers of the very widely scattered population, little care is taken by the authorities in this matter, the registers of the parishes are indifferently kept, and no regular census appears ever to have been taken. The population of the two provinces may, together, be roughly stated to number 300,000 souls, without including the wild Indians who infest

the dense forests, and many of whose tribes are almost unknown. The heavy recruiting which has taken place, since the beginning of the unhappy and disastrous war with Paraguay, has deprived these provinces of over three thousand men, few of whom, it is feared, will return, as bad means of transport, change of food and climate have, it is said, fearfully diminished their numbers.

The small pox, which raged during 1866, also made great havoc amongst the coloured population. Yellow fever has entirely disappeared from these provinces since 1862.

Pará.—The city of Belém or Pará, situated about eighty miles from the mouth of the Amazon, is a very regularly built town, containing many good streets, which run parallel to one another and present a very fair appearance. The town is rapidly increasing and extending its suburbs. The population may be roughly estimated at about 35,000 inhabitants, including foreigners, and about 6,000 slaves. Other towns in the province have not increased of late years, either in size or population.

Pará contains several public edifices in the heavy Portuguese style, of these the principal buildings are the President's palace, cathedral, arsenal, episcopal palace, two hospitals, barracks, and prisons.

The prisons are not well adapted for a tropical climate, and require much improvement. There are also six principal churches and several chapels.

There are several large squares and fine avenues in and about the town. The streets, avenues, and squares, are all well lighted by gas, provided by an English Company who undertook the contract in 1862. Private houses are also lighted with gas.

There are many good carriage roads, though, in consequence of the heavy torrents of rain which fall almost daily for one or two hours, and from the quick growth of all vegetation, it is difficult to keep the roads in repair. About one hundred public carriages built in Pará, and drawn by two horses, ply in constant hire. The carriages are strong and commodious.

The horses of Pará are small, and, with a few rare exceptions, ungainly, but are capable of enduring much work. They are fed on rice, molasses, and grass.

The island of Marajo, which is about the size of Belgium, supplies the town of Pará with meat, though some cattle are brought from the interior. About forty oxen are killed daily for the consumption of the town, the meat is not generally good, owing to the fact that after leaving Marajo the cattle remain often from ten to fifteen days without food. The fish caught in the rivers are not of first-rate quality. Great quantities of a fish called Pirarucu, highly esteemed by the natives, are caught on the Upper Amazon, and sent to the Pará market.

There are very few sheep: pigs are more numerous; it is owing to the quantity of pork that is eaten by the lower classes that leprosy and other malignant disorders, so frequently met with amongst the coloured population, may be partly attributed. A hospital for lepers is situated about five miles from the town, where all infected slaves are obliged to retire.

The greater facilities for direct communication with the interior and with Peru, which will be afforded on the opening of the navigation of the Amazon to the shipping of all nations, in September next, will, no doubt, incite the exploration of many branches of the great river, stimulate foreign emigration and capital, as well as native industry, towards developing the abundant resources of the valley of the Amazon and of the interior, assist in extending civilisation to the Indian tribes, whose accession as a labour power is so necessary, and considerably enhance the importance of Pará as a commercial post.

Pará, March 9, 1867.

MARANHAM.

Statistical Returns, by Mr. Vice-Consul Wilson, for the District of Maranhão, relative to the Trade of the Province.

Imports.—THE value of imports from foreign ports during the year ending June 30th, 1865, amounted to 5,424,212\$786; previous year, 5,064,538\$934; showing an increase of 359,678\$852. Great Britain supplying about 60 per cent. of the total amount.

The imports of foreign merchandise, coastwise, during the same period amounted to 290,520\$604; previous year, 224,696\$473, showing an increase of 65,824\$131.

The value of produce of the empire imported during the year ended 30th June, 1865, amounted to 1,432,950\$524; previous year, 1,165,408\$749, also showing an increase of 267,541\$775. The total value of imports of the year ended 30th June, 1865, amounting to 7,147,683\$914, showing an increase on the amounts of the previous year of 693,044\$758.

Exports.—The value of exports of produce to foreign ports, during the same year, amounted to 5,582,602\$117, which, comparing with the same period of the previous year, shows a decrease of 1,664,997\$312, which can only be accounted for in the fall of the price of cotton, chief article of export. Great Britain, however, has taken about 76 per cent. of the total amount. Exports of produce to other provinces amounted to 225,536\$186, and of foreign merchandise to 1,124,206\$343. The total amount of value of exports being 6,932,344\$646, which, compared with imports, leaves a balance against the province of 215,339\$268.

Exchange.—The average rate of exchange, during the year ending same date, is 26d., having ruled generally below the par rate of 27d.

Discounts.—No alteration took place during the period referred to, 9 to 11 per cent. being the current price paid for money, but with more facility of obtaining same.

Shipping.—According to the statistical returns of the custom-house, there entered inwards, during the year ended 30th June, 1865, 167 vessels, 44,829 tons, which, compared with the same period of the previous year, shows an increase of 8 vessels, and 4,389 tons.

Cotton.—The quality of cotton exported to Great Britain, during the year ended 31st December, 1866, amounted to 35,006 bags, which, compared with the previous year, shows a decrease of 12,924 bags, explained not only on account of the lateness of the crop, but still greater scarcity of labourers now to be had for the cultivation of this article—the few freedmen having been required by the Government for the war now being prosecuted against the Republic of Paraguay.

Maranhão, February 28, 1867.

CHILE.

TALCAHUANO.

Report by Mr. Vice-Consul Cunningham on the Trade of the Province of Concepcion, for the Year 1866.

Grain.—The export of wheat for England and Australia acquired an enormous expansion during the early part of the year, and prices were maintained very regular, during the year, at from $2\frac{1}{2}$ to $2\frac{3}{4}$ dollars per fanega of 175 lbs.

The advance of the frontier of Chile into the territory of Arauco as far as Angol (12 leagues south of the river Bio Bio), has given a great expansion to the cultivation of wheat in the south of this province. In 1862 there was not any wheat deposited in this port, and the past year there were deposited 200,000 fanegas in wheat, and flour the produce of wheat, all conducted on the river Bio Bio from Nacimiento to Concepcion, and from thence in carts to this port.

Barley.—There was no demand for barley, as in former years, as the north of Chile now raises sufficient for its own consumption, for the supply of the mining districts, and also a considerable export to the south of Peru.

Wine is exported for the consumption of the northern parts of Chile only. Although the must is excellent, the manufacture is still in a very rude state, and the wine is consequently of inferior quality.

The planting of new vineyards is being greatly extended in the interior of the province, and the climate and soil are well suited for the purpose.

Coal Mines.—The mines at Lota and Coronel continue to be extensively and profitably wrought; but the latter part of the year they received a severe check in consequence of large importations of English coal into the northern ports of Chile and southern ports of Peru.

The mines at Leubu, to the south of Arauco, being opened by Mr. John Mackay, a British subject, have not yet yielded coal for export.

Extensive deposits of coal have been discovered in the Straits of Magellan, and it is said to be of good quality.

Gold-Dust.—Several attempts have been made by American gold-washers to discover rich deposits of gold-dust in the province of Arauco, but without success hitherto, although they found gold in small quantities in many places. The miners, however, are still in the belief, from the appearance of the land, that gold does exist in large quantities, and will be discovered at no distant period.

Copper and Silver Mines.—There are none wrought in this province, although such are said to exist.

Railroads.—The Government has conceded a privilege to General Vickers, an American, to construct a railroad from this port to Concepcion; but it is generally believed that he has obtained the privilege as a speculation merely, and, should he fail to dispose of it, that he will not attempt to construct the road.

The Government have proposed to have constructed a railroad between this port and the town of Chillan, in the interior, a distance of 117 miles, and have caused the line to be surveyed, and plans and estimates formed; but the state of war existing between this country and Spain has caused

the suspension of this and many other improvements proposed for the benefit of the province.

Arauco.—The Government has at present employed three small vessels of war and two battalions of soldiers, in taking possession of and occupying all the ports or landing-places between Lota and Valdivia.

Hitherto the Araucanian Indians have not offered any active opposition, but the troops are constantly on their guard; and it is known that the Indians are only held in check from fear, and from their plans being yet immature. Persons who pretend to know the character of the Indians, and their opinion of their own power, and also their love of independence, are of belief that they will yet present an active opposition to the occupation of their country by the Chilians, and that a war with the Indians is inevitable.

Talcahuano, February 22, 1867.

E G Y P T.

ALEXANDRIA.

Report by Mr. Consul Stanley on the Trade and Commerce of the Port of Alexandria for the Year 1866.

SHIPPING AND NAVIGATION.

COMPARED with 1865, the year 1866 showed a considerable decrease in the number of vessels which entered this port, but if compared with previous years, the result is satisfactory. Thus, in 1865, 4,263 vessels entered, and in the ten years comprised from 1856 to 1865, there entered 26,914 vessels, giving an average of 2,691 per year. In 1866 there arrived 3,703 vessels, distributed amongst the following nationalities :—

British	..	..	..	..	834
Turkish and Egyptian	..	..	..	..	1,572
Greek	..	..	..	..	308
French	..	..	..	..	259
Austrian	..	..	..	..	332
Italian	..	..	..	..	128
Russian	..	..	..	..	73
Swedish	..	..	..	..	72
Prussian	..	..	..	..	47
Other nations	..	..	..	..	68
Total	..	..	..	..	3,703

British vessels in 1866 maintained their proportion of the carrying trade to Alexandria. This has always been much larger than that of any other nation, and, although the number of Turkish and Egyptian ships considerably exceeds the British, the tonnage of the latter is much greater, amounting to nearly half the tonnage arriving from all nations.

The number of British vessels which arrived at Alexandria from 1856 to 1865 is as follows :—

1856	..	..	..	..	596
1857	..	..	..	..	379
1858	..	..	..	..	471
1859	..	..	..	..	410
1860	..	..	..	..	414
1861	..	..	..	..	463
1862	..	..	..	..	629
1863	..	..	..	..	621
1864	..	..	..	..	793
1865	..	..	..	..	932

The development of the railways, and the introduction of steam power for irrigation and cotton-gins and pressure, have added largely to the coal required for the country, and the wealth of the people, consequent on the profits derived from the cultivation of cotton, has largely contributed to the general use of British manufactured goods amongst the rural population. These two items are almost wholly carried in British ships ; and it will be noticed that, in 1862, when cotton was first planted, to the almost total exclusion of cereals, the increase in the number of British vessels over the preceding year was extraordinary. This increase has been since fully maintained.

I subjoin statements of the British vessels employed in the direct trade between Alexandria and Great Britain and colonies, of those

employed in the carrying trade between Alexandria and other countries, and a general statement of vessels of all nations which arrived here in 1866. I have been unable to obtain a corresponding statement of the clearances hence.

I also give a statement of arrivals at Port Said in the district of this Consulate.

DIRECT Trade in British Vessels from and to Great Britain and Colonies.

ENTERED.

Total Number of Ships.			Total Tonnage.			Total Number of Crews.
With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.	
593	3	596	368,298	1,148	369,446	15,373

CLEARED.

327	22	349	248,435	7,744	256,179	10,482
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INDIRECT or Carrying Trade in British Vessels from and to other Countries.

ENTERED.

Countries whence arrived.	Total Number of Ships.			Total Tonnage.			No. of Crews.
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.	
Turkey and Asia Minor	35	..	35	27,013	..	27,013	1,245
Syria	90	..	90	67,304	..	67,304	2,916
France.. ..	64	..	64	92,984	..	92,984	6,572
Italy	34	..	34	44,711	..	44,711	2,210
Spain	..	..	..	..	..	..	..
Ports of Egypt	3	4	7	807	1,076	1,883	83
Other countries	8	..	8	4,815	..	4,815	140
Total	234	4	238	237,634	1,076	238,710	13,166
Total direct & indirect	827	7	834	605,932	2,224	608,186	28,539

CLEARED.

Countries whither bound.	Total Number of Ships.			Total Tonnage.			No. of Crews.
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.	
Turkey and Asia Minor	11	233	244	9,870	107,170	117,140	5,664
Syria	73	24	97	73,286	18,772	92,058	5,430
France.. ..	56	..	56	96,784	..	96,784	5,614
Italy	1	1	2	428	397	825	24
Spain	1	21	22	366	7,812	8,178	262
Austria	..	9	9	..	2,750	2,750	118
Holland	1	1	2	398	476	874	26
Other ports	3	22	25	1,101	6,556	7,657	249
Total	146	311	457	182,233	148,933	326,166	17,387
Total direct & indirect	473	333	806	430,668	151,677	582,345	27,869

GENERAL STATEMENT of all Vessels which arrived at Alexandria in 1866.

Whence Arrived.	Turkish and Egyptian.	British.	Austrian.	French.	Greek.	Italian.	Russian.	Swedish.	Prussian.	Danish.	Dutch.	Hanoverian.	Oldenburg.	Mecklenburgh.	Bremen.	Belgium.	Tunisian.	Jerusalem.	American.	Wallachian.	Spanish.	Samot.	Total Arrived from each Country.
Great Britain, Colonies	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	877
France	9	596	56	30	11	21	29	60	20	3	4	1	4	25	...	3	1	1	1	...	2	...	239
Turkey and Asia Minor	2	64	19	112	17	15	5	...	...	...	2	...	1	...	...	...	...	...	...	...	2	10	1,332
Syria	991	35	39	7	203	12	17	1	...	...	...	...	...	...	...	...	...	...	...	14	...	...	486
Italy	309	90	24	43	1	...	16	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	135
Barbary (Tunis, Tripoli)	3	34	21	5	...	72	...	...	...	...	...	...	...	...	...	...	3	1	...	...	...	...	172
Greece	154	2	2	6	3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	60
Spain	6	1	3	1	46	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Austria	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	176
Ports of Egypt	...	2	163	...	7	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	203
Portugal	98	7	5	65	20	5	1	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	2
Bremen	...	...	...	...	...	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	4
Sweden	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	10
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	3
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
America	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total of each Nation	1,572	834	332	269	308	128	73	72	21	4	7	1	6	26	1	7	4	7	2	14	5	10	3,703
Tonnage	...	608,186	185,605	124,600	...	...	34,550	...	...	...	1,900	...	...	...	...	...	...	...	...	...	...	...	1,373,217

Of the British Ships Inwards 409 were Sailing Ships with a Tonnage of 144,309 Tons.
 425 were Steamers 463,877

Total ... 608,186

Of the British Ships Outwards 405 were Sailing Ships with a Tonnage of 142,789 Tons.
 401 were Steamers 438,555

Total ... 582,345

STATEMENT of Vessels arrived at Port Saïd in 1866.

Whence Arrived.	Turkish and Egyptian.	French.	Italian.	British.	Greek.	Austrian.	Russian.	Saniota.	Jerusalem.	Other Nations.	Total.	Of which were Steamers.
Turkey and Egypt ..	399	86	3	4	104	11	28	14	8	...	657	104
France	...	37	15	2	12	104	2	...	...	...	172	16
Italy	...	...	4	1	1	...	...	...	...	...	6	1
Great Britain...	...	5	...	23	2	12	...	...	...	2	44	10
Austria	...	...	...	...	...	48	2	...	...	1	50	...
Greece	...	...	...	...	65	...	2	4	...	...	71	...
Belgium	...	...	...	...	...	...	...	...	...	1	1	...
Arrivals in 1866 ...	399	128	22	30	194	175	34	18	8	3	1,001	131
„ 1865 ...	262	123	14	30	118	76	19	6	...	13	661	94

The harbour of Alexandria is an excellent one, comprising an area of 700 acres. It has tolerably good holding-ground, and, to a great extent, is protected by the outside reefs from heavy seas. From the want of proper beacons and landmarks, it is difficult of entrance, and should not be attempted without a pilot by vessels drawing more than 16 feet, nor at night by any. Coasting steamers drawing not more than 12 feet are in the habit of entering and going out during the daytime without a pilot.

Her Majesty's ship "Endymion," drawing 22 feet, was lately detained four days, during which no pilot would take upon himself the responsibility of piloting her out.

The great want of the port is dock accommodation. Many proposals have been submitted to the Government, but whether these proposals have been considered faulty, or that Government itself purposes to undertake the work, no concession has yet been granted. A plan has lately been submitted to the Viceroy by Mr. Byrn, a resident merchant, representing a company in England. This plan would seem well to meet the requirements of the port. He proposes to make it on the west side of the harbour, about one-sixth of a mile to the west of the present railway wharf. He has offered most fair terms, and should he be authorised to carry out his plans, not only would the shipping be much benefited, but all who are interested in the speedy and safe discharging of the cargo, as his plan embraces inclosed wharves at which ships would lay alongside and discharge, assisted by all the modern appliances in use. At present all cargo, except that consigned to Government, which discharges in the Arsenal—has to be discharged into lighters, always a work of much delay, and frequently of danger. During the winter, that is to say, the busy months, they are prevented from working for days together, and many are sunk with their cargo.

The Government warehouses are very inadequate to the requirements of the port, nor will Government, although it obliges some merchandise to be deposited in certain places outside the walls, and receives the import duty, give any acknowledgment or take upon itself any responsibility except for goods actually in the Custom-house itself, nor will it permit the owners to place guards upon it.

The pilotage system is very bad ; there is no responsible head ; and, as the insurance companies insist on pilots being taken, steamers are frequently detained for hours, occasionally a night, outside the bar, waiting for one. The same delay occurs when they are ready for sea.

The public weighers are most corrupt. The first question usually asked is how much the captain will give for a declaration on the weighers'

part that the cargo is according to manifest. Many masters have fought against this ; but their cargoes have invariably been given by the weighers as short, and redress in any subsequent trial has been found almost impossible, from the inherent difficulty of proving the real weight discharged, so that the imposition is usually submitted to.

From want of storing room, merchandise has to remain for days either in lighters or on the wharves, and is subject to much deterioration from weather and loss from robbery.

Many improvements have certainly been made within the last three years. The streets about the Arsenal, Custom-house, and railway station have been paved, and large warehouses built, though still very inadequate. A new road, macadamised, is being made from the square to the railway station. This is being well done, and, it is confidently hoped, will stand the heavy traffic and the winter rains.

A floating dock is being built in France for the Viceroy. It is nearly ready, and is said to be a very fine and commodious one. A twin screw vessel-of-war, of 1,000 tons, has been built here, and was launched the other day.

In the district of this Consulate there are three other ports, Rosetta, Damietta, and Port Said. Rosetta is merely, at present, used for fishing-boats, the bar at the mouth of that branch of the Nile having become impassable for any but the very smallest class of coasting-vessels. The bar at Damietta can be passed by vessels of 300 tons.

A lighthouse is much wanted at Bourlos Point. The whole coast from Rosetta eastward is so low—being only separated by a narrow strip of sand from the large lakes of Bourlos and Menzaleh—that it is impossible to see it till very close. The soundings, fortunately, are very regular ; but the whole coast being so similar, it is exceedingly difficult for vessels to know their position, and a lighthouse on Bourlos Point, or at the mouth of the Damietta branch, would be a great benefit to the coasting sailing vessels.

Port Said is yearly increasing in importance. In 1866, above 1,000 ships entered. The Canal Company is making rapidly two large piers of artificial blocks, and a ship of 1,000 tons can now anchor alongside and discharge in any weather. When the longer pier, to the west, is extended to its full length, and the inner basins have sufficient depth of water, there will be immense accommodation for the discharging of cargo. The Russian line of postal steamers to Syria and Constantinople call there fortnightly, and there are regular trading steamers to Alexandria.

TRADE AND COMMERCE.

By the subjoined Tables of imports and exports it will be seen that, in the year 1866, there was a considerable decrease in the trade of Egypt, as compared with the previous year. The quantities in local weights and measures are given, with their English equivalents and the declared values, have been carefully collected from official and the best private sources, and reduced into the British currency. A column is added for the year 1866, for the sake of comparison.

IMPORTS into Egypt in 1866.

Merchandise.	From England.		From other countries		Total Value, 1866.	Total Value, 1865.
	Quantity.	Value.	Quantity.	Value.		
		£		£	£	£
Candles .. pkgs.	340	1,940	6,900	55,500	57,440	51,750
Coals .. tons	280,720	421,000	..	..	421,000	490,650
Cochineal .. lbs.	30,500	5,700	5,900	1,100	6,000	6,360
Cordage .. cwt.	6,350	13,850	20,000	31,500	45,350	47,510
Drugs .. pkgs.	1,250	10,100	12,100	60,800	70,900	74,270
Fruits (dried) ..	3,100	5,600	163,600	124,800	130,400	105,910
Furniture ..	200	3,350	8,900	29,900	33,250	64,950
Glass ..	190	3,250	6,250	18,500	21,750	27,340
Indigo .. lbs.	105,500	19,700	13,500	2,520	22,220	22,570
Leather .. cwt.	16,400	68,500	18,900	13,700	82,200	116,950
Machinery .. pkgs.	12,500	110,700	2,350	29,600	140,300	178,960
Manufactures ..	19,000	1,451,000	7,800	246,000	1,697,000	1,750,000
Metals ..	..	99,800	..	33,700	133,500	155,590
Oil .. cwt.	24,600	82,200	66,600	203,250	285,450	265,900
Paper .. pkgs.	300	7,100	9,400	76,900	84,000	71,750
Provisions ..	..	22,500	..	177,200	199,700	183,100
Stone and Marble ..	..	25,200	..	104,000	129,200	122,100
Sundries ..	..	73,600	..	1,522,400	1,596,000	1,661,550
Wines & Spirits pks.	5,900	63,600	81,100	210,900	274,500	268,610
Wood ..	..	6,900	..	202,800	209,700	276,250
Total ..	..	2,495,590	..	3,145,070	5,640,660	5,942,070

The falling off in imports during the year 1866 is easily accounted for. In addition to the check caused by the monetary panic in England, the measures adopted by the Egyptian Government for the payment of debts due to Europeans by the "fellahs," limited the sales to a cash business, the Viceroy making it generally understood that in future it would be useless to claim against the natives; the credit system is thus stopped, and imports consequently more difficult to dispose of. There was little demand for manufactures; and machinery, which poured into the country in 1864 has been perfectly unsaleable. Provisions, being articles of actual necessity, and wines, which are almost equally so, show a slight increase. Of coals, a large stock commenced the year, and the quantity imported is less than in 1865 by about 46,000 tons. The following is a list of the various descriptions received:—

				1866.	1865.
				Tons.	Tons.
Newcastle ..	..	..	..	168,226	226,788
Cardiff ..	..	..	..	97,337	77,861
Liverpool ..	..	..	..	11,386	18,331
Glasgow ..	..	..	..	3,771	4,120
Total ..	..	..	..	280,720	327,100

It is necessary to remark that, on comparing the value according to English returns of exports to Egypt with that of our import returns, a considerable difference appears. This arises from the former including goods in transit to India. It is only of late that, owing to facilities given by new steam-ship companies, large quantities of merchandise pass through Egypt on their way to India, whence cotton is now shipped by the same route for England.

Bullion and Specie.—Computed value of imports 3,205,750*l.* in 1866,

against 3,907,800*l.* in 1865. Computed value of exports, 145,390*l.* in 1866, against 344,890*l.* in 1865.

Exchanges.—Usance three months' date, par $97\frac{1}{2}$ tariff piastres, equal to 1*l.* sterling.

1866.	Highest Rate.	Lowest Rate.
January	95 $\frac{1}{4}$	95 $\frac{1}{4}$
February	96 $\frac{1}{4}$	95 $\frac{1}{4}$
March	96	95
April	97	95 $\frac{1}{2}$
May	97	97
June	96 $\frac{1}{2}$	95
July	96	96
August	96	96
September	96 $\frac{1}{2}$	96
October	95 $\frac{1}{4}$	94
November	96	95 $\frac{1}{2}$
December	95 $\frac{3}{4}$	95 $\frac{1}{4}$

The fluctuations of exchange have been as much as 3 per cent. During the crisis, particularly in May, the best commercial paper could scarcely find takers; in lieu of bills, remittances were made in specie, and the rate of exchange remained for a long time almost nominal. In October, however, some demand for money arising, owing to greater activity in purchases of cotton and other produce, first-class paper fell to its lowest point, 94, touching again, in November, 96, a difference of 2 per cent. in one month.

Exports from Alexandria in 1866.

Description of Merchandise.	To England.		To other countries.		Total.		Value in 1865.
	Quantity.	Value.	Quantity.	Value.	English Weights where possible.		
Barley ..	1,750	£ 1,140	..	£ ..	Qrs. 1,094	£ 1,140	..
Beans ..	249,500	281,100	..	..	" 162,175	281,100	..
Buffalo Horns ..	25	380	25	360	Packages 50	740	4,100
Coffee ..	2,800	8,500	25,890	78,160	Cwt. 24,500	86,660	112,400
Cotton ..	946,000	5,825,000	207,000	1,271,500	Bales 209,000	7,096,500	15,839,100
Cotton Seed ..	636,000	339,200	50,476	26,970	Tons 79,631	366,170	649,100
Dates ..	1,560	1,400	27,070	24,600	Cwt. 24,400	26,000	5,600
Drugs ..	..	6,400	..	75,350	..	81,750	31,400
..	622	10,600	21	360	Cwt. 610	10,960	15,170
Flax ..	1,228	2,200	558	1,000	Lbs. 179,670	3,200	2,800
Gum ..	46,864	108,150	60,400	139,500	Cwt. 91,200	247,650	104,200
Incense ..	525	1,100	5,290	10,850	4,900	11,950	15,680
Lentils ..	1,020	1,030	..	..	" 663	1,030	..
Manufactures ..	..	..	1,500	51,300	Packages 1,500	51,300	92,250
Mother-of-Pearl ..	2,100	2,200	11,800	12,100	Cwt. 11,800	14,300	14,200
Ostrich Feathers ..	16,500	33,900	22,900	59,900	Lbs. 38,500	93,800	49,300
Rags ..	75,350	23,180	6,500	2,000	Bales 11,690	25,180	13,950
Rice ..	232	720	11,900	36,700	Qrs. 7,890	37,420	41,900
Salted Hides ..	13,800	5,100	71,240	25,200	No. 85,040	30,300	30,750
Seeds ..	900	880	520	1,350	Qrs. 888	2,230	2,300
Sundries ..	..	13,800	..	116,400	..	130,200	156,000
Wheat ..	11,200	11,800	2,800	3,050	Qrs. 8,750	14,850	..
Wool ..	22,600	60,200	1,860	5,030	Bales 4,890	65,230	113,000

Grain.—The small crops produced in 1865 of all descriptions of grain, insufficient even for home consumption, obliged the Government to prohibit all exports of cereals. This prohibition remained in force till the end of July 1866, when shipments were resumed, although far less in quantity than those of previous years, especially in barley and wheat. Beans were exported to a large amount, and all for English markets.

Coffee.—Coffee shows a serious decrease, partly owing to the general depression in commerce, and partly owing to the genuine Yemen coffee being now hardly known on the continent of Europe, through so many changes does it pass before it is exported hence, and the trouble and expense of picking out the pure here not repaying the exporter.

Cotton.—The year opened with good prospects for this staple, the price here for "fair" being $23\frac{1}{2}$ on the 1st January, and the quantity shipped in the first three months reaching 71,500 bales, of which upwards of 33,000 left in the month of March. News then arrived of large shipments from America. This, combined especially with the monetary panic in England, greatly reduced its value, which, in November, fell to 15*d.*, a difference of 9*d.* from the highest rate of the year, namely, 24*d.* at the end of March. The new crop first appearing for shipment in October will show a large diminution both in quantity and quality to what was at first anticipated. On reference to the Table, it will be seen that the value of shipments in 1866 was less than half the value of the shipments in 1865. Cotton seed naturally shows the same diminution, both as to quantity and quality, as its produce; but large rates have been obtained in consequence of its scarcity here, and the increased demand for it in England.

Gum is one of the few articles showing a favourable comparison with the previous year, that exported to England alone being double the whole quantity exported in 1866.

Ostrich Feathers also form an exception to the general decrease in exports.

AGRICULTURE.

The present condition of the agricultural industry of Egypt has been so entirely diverted from the rotation of crops in its normal state that any person now going through the country to take a view of the produce of the soil would be altogether misled. The enormous profits which were realised by the growth of cotton during the American war have caused this. When the Cotton Supply Association sent out their Secretary, with Dr. Forbes, to India, those gentlemen were bearers of a memorial to the late Viceroy Said Pacha, praying his Highness to use every possible effort to encourage the cultivation of cotton. The reply was characteristic, and evinced a correct impression and almost a prophetic dread of the revolution that would be produced by an immoderately enhanced price for cotton. He said, "Prices alone will prove a sufficient stimulus without any effort on my part; but God forbid that I should ever see the abandonment of the ordinary succession of crops for the production of cotton, to the exclusion of those products on which we subsist."

Within a short period from that time Egypt, which had ever been a large exporter of grain, of beans, &c., had to seek food from other countries, and became an extensive importer.

Grain was considerably dearer in the interior than at Alexandria. In some places absolute famine ensued.

An undesirable change was wrought, the recovery from which will be as slow as its accomplishment was rapid.

The value of land was quadrupled; wages rose in an equal ratio

labourers earned so easily sufficient for their wants that they became indolent; an excessive luxury sprung up, and that not of a nature to benefit the commercial world, being displayed in a demand for white slave girls, costly pipes, and other such appliances, which do not much benefit the industrious world without. Meanwhile the land, from the constant crops of cotton in succession, has become impoverished.

Cotton, however, has long been, and must continue to be, the most important production of Egypt. It is sown in March or April, and arrives at maturity in August or September. An average yield in good summers is 300 lbs. to the acre; the New Orleans variety has been found to yield 800 lbs. per acre; but it is found unmarketable, and is therefore little cultivated.

To show the different products of Egypt, and the average amount of each, I give a statement of the way a large farm of the late El Hami Pasha was divided eight years ago.

It consisted of 39,368 acres, of which 13,344 were let. The remainder was thus sworn :—

Produce.	Acres.
Bersim (clover)	2,940
Beans	5,325
Barley	2,564
Cotton	6,904
Sundries	44
Helba (very small beans)	1,220
Flax	440
Lentils	80
Sugar Cane	69
Onions	88
Gardens	232
Chick Peas	254
Total	26,024

Cotton seed has also become an important source of profit. In 1858 the ardeb of 270 lbs. sold for 25 tarif piastres, now it sells from 65 piastres to 75 piastres. Formerly it was not of sufficient value to justify its being sent to Alexandria, and it was used as fuel. Now it is all shipped to Europe, and from it is pressed an excellent oil, and from the refuse a cake is made which is said to be more nutritious than linseed cake.

The cattle murrain, which commenced in Egypt before it proved so severe a scourge in England, destroyed, the first year, 800,000 head of horned cattle.

In lower Egypt almost every animal was destroyed, and it will take years to restore the number of animals.

POPULATION AND INDUSTRIES.

Any estimate of the population of Egypt must be merely approximate. The last census was taken in 1846 by order of Mohammed Ali, and the population returns showed a population of 4,463,244, distributed thus: Lower Egypt (the Delta) 2,779,667, Middle Egypt 519,582, and Upper Egypt 1,163,995. Since then, to the end of May, 1866, 13 years showed an excess of births over deaths of 482,219, and six years an excess of deaths over births of 96,935. In 1848, when cholera raged here fearfully, the excess of deaths over births was 65,493. Thus, since 1846, the excess of births over deaths has been 385,284, which added to the census taken that year, give a total population, in May, 1866, of 4,848,528. In 1865, the deaths from cholera alone are reported officially by the Board of Health to have reached the number of 61,192, as will be seen by the following statement :—

Notwithstanding this great mortality from one disease, the births from May, 1865, to May 1866, exceeded the deaths by 6,851.

During the same period 110,137 people were vaccinated. The following is a statement of people come to reside in Egypt since 1865, and of transit passengers since 1861. It will thus be seen that Egypt is steadily increasing in its foreign population:—

PASSENGERS who arrived in Egypt from 1857 to 1866.

	CIVIL.		MILITARY.					
	For Egypt.	In Transit.	For Egypt.			In Transit.		
			French.	English.	Turkish.	French.	English.	Turkish.
1857 ..	36,485	..	..	..	..	..	..	..
1858 ..	35,487	..	..	..	..	..	..	..
1859 ..	29,015	..	..	..	..	..	..	..
1860 ..	28,924	..	..	..	..	..	..	..
1861 ..	28,963	4,344	..	..	..	4,425	..	3,266
1862 ..	32,722	4,236	..	..	..	2,358	..	284
1863 ..	43,333	4,402	..	..	..	3,689	..	249
1864 ..	56,512	4,191	..	..	..	3,643	56	500
1865 ..	79,996	4,842	..	..	..	2,543	..	..
1866 ..	50,317	4,963	..	..	..	3,793	..	..
	421,748	26,978	..	..	..	20,451	56	4,299

There are few manufactures in the country. The principal are the white coarse cotton clothing used by the soldiers; the blue stuff made of cotton and wool, worn by the peasant women; silver and gold work, and dyeing English cotton goods. The mass of the people are engaged on the soil. Fishing gives occupation to a great number, amongst whom are many Maltese, Greeks, and Italians. An enormous number of the natives are employed making railways and canals, and the large towns of Alexandria and Cairo, with their European population, of course give employment to many.

It is estimated that there are 100,000 native servants amongst the Europeans. Donkey boys and dragomans swarm, and though the English are in a minority here, these classes all speak English and rarely any other foreign language, except a little Italian.

PUBLIC WORKS.

Railways and canals are being pushed forward with much vigour. In addition to the main lines from Alexandria to Cairo and Suez, various branches have been made in the interior to the large towns of Zagazig, Mehallat-el-Kebir, Mansurah, and very shortly the latter line will be completed northwards to Damietta. A new line is also making to Suez. It will leave the main line at Benba, 30 miles from Cairo, will pass through Balbies and Zagazig, and follow the fresh-water line to Suez. It will not be shorter than the present line, but will go through a more productive country (the valley of Goshen), and will cost little in making and maintaining in repair. The present line through the desert entails enormous wear and tear on the material from the numerous curves and steep inclines, besides the expense of carrying all the water required. In a distance of 45 miles it rises 900 feet. The Viceroy is also constructing a line southward from Cairo. It is finished as far as Benisonef, 70 miles, and will shortly be opened to Minieh, 120 miles. It is said to

be the intention of the Viceroy to carry it to Keneh, near Thebes, whence to Cossier, a port on the Red Sea, it is 90 miles. To extend the line eventually to the ancient Berein, and make it the port for mail steamers is also said to be a plan of the Viceroy's.

The telegraph is in operation to all the towns, and almost every village of importance in Lower Egypt. It is opened as far south as Assonan, and is being continued under the superintendence of Mr. Hartley Gisborne to Khartoum. In many districts, especially about latitude 20, it has been found necessary to have iron posts, the white ants destroyed wooden ones in a few hours.

CONCLUDING REMARKS.

The Tables given in this Report clearly indicate that the trade of Egypt, during the year 1866, was far from prosperous; at the same time the mercantile community displaying great prudence and foresight in times particularly critical, may altogether be congratulated on having so well passed a most trying ordeal. Failures took place in the bazaars and amongst Levantines, a total want of confidence and a disinclination to trade were for a time experienced; but, if the Europeans did not make gains, they, at least, to some extent avoided losses, and it is confidently hoped that the year 1867 will prove more advantageous to commercial interests.

Alexandria, April 3rd, 1867

M O R O C C O .

DAR-EL-BAIDA.

Report by Mr. Vice-Consul Frank Wooldridge on the Trade at Dar-el-Baida during the year 1866.

THE returns of trade at the Port of Dar-el-Baida during the year 1866, show an increase on those of 1865, especially in British imports, as the following Table will show :—

		British and Foreign Vessels.		British Vessels only.		Total Value.		British Value only.	
		Vessels.	Tons.	Vessels.	Tons.	Imports.	Exports.	Imports.	Exports.
1865	..	72	14,905	29	6,095	£ 49,766	£ 101,707	£ 12,200	£ 15,634
1866	..	91	16,451	36	6,223	57,303	110,637	51,158	29,927

The marked improvement in the value of imports on that of last year, is owing to the enormously increased importation of Manchester cotton goods, by a line of British steamers running between London and the Canary Islands, touching at this port with and for cargoes monthly.

IMPORTS.

Cotton Goods.—The principal articles of import at this port, during the present year, have been the grey stouts or Americanos, fine calicoes, muslins, handkerchiefs, and other cotton stuffs, expressly manufactured for Morocco, all from England and Gibraltar. This, of course, is attributed to the reduction in the prices of all cotton goods since the close of the American war; and for which the Moors have waited anxiously and patiently.

Tea and Coffee have not been in great demand, although the returns show a slight increase in the latter article on last year.

Hardware, Rice, Spirits, &c.—The above goods, with hardware, rice, spirits, crockery, and other sundries, are principally from Gibraltar.

Cloth Sugar and Candles, for which the demand has been steady, are mostly from Marseilles.

EXPORTS.

Wool.—The trade in this most valuable article of export is carried on, for the most part, by French merchants, and is exported for Marseilles, and other ports in the north of France. The returns show an increase of about 2,000 cwt. on last year. The actual increase, however, has been no doubt much greater, for this year wool has been exported in a particularly clean state, free from all those impurities generally inserted by the farmers to make weight, such as sand and earth, and which led to the first complaints by the wool-merchants last year, when the wool was brought to the town in a filthy state, and so embarked, causing a loss of at least 20 per cent. to the purchasers. An order, however, was obtained from the Sultan to the Kuids of the surrounding districts, directing them to confiscate to the Government all wool for sale found mixed up with filth for the purpose of defrauding the purchasers, which

edict has had the desired effect, forcing the farmers to deal honestly with us. About 24,000 cwt. of unwashed wool have been embarked this year for France, with the exception of a small cargo of 720 cwt. shipped for England.

Grain.—The produce of grain has been, beyond expectation, of a satisfactory nature, for, owing to the ravages made on the early crops by the countless myriads of locusts that infested these parts for months together from the commencement of the year, there appeared little chance of a fine harvest.

Beans and Chickpeas, or garbauzos, are those articles which have not much suffered, and the returns even show an increase on those of last year. They have been shipped mostly for England and Gibraltar, and some cargoes have left for Portugal and Spain.

Maize.—This valuable and staple article of commerce has suffered, unhappily, much from the locusts; the returns, however, show a fair proportion, but a decrease on last year. It has been embarked for England, France, Italy, and Portugal.

Cotton.—Very little attention has been paid to the cultivation of this plant, owing probably to the destruction made by the locusts at the time of sowing, which devoured the young plants as soon as they appeared above ground, and stripped last year's plants of the young shoots, and even of the bark itself, leaving them entirely bare. It is, therefore, not worth while to expatiate upon this subject, as so much has already been said upon it. It is, however, to be regretted that its cultivation is looked upon with so much indifference, for no climate or soil could be more favourable to its culture than those of Morocco.

The subjoined table will show the the average market prices of the principal articles of exportation, free on board, at this port during the year 1866 :—

	£	s.	d.
Wool in grease, per cwt. of 150 lbs. avoirdupois ..	3	15	0
Hides " " " ..	1	18	0
Wax " " " ..	7	0	0
Gum " " " ..	1	4	0
Maize, per imperial quarter	0	17	6
Chickpeas " " " ..	2	0	0
Beans " " " ..	1	0	0
Lentils " " " ..	1	5	0

Dar-el-Baida, December 31, 1866.

LARAICHE.

Report by Mr. Vice-Consul Alexander B. T. Duncan on the Trade at the Port of Laraiche during the year 1866.

THE import trade has increased considerably during this year, owing to the free communication with Gibraltar.

The export trade has also increased, principally in wools, which were brought to this market instead of Rabat, owing to the neighbourhood of that district being in a state of revolt. The crops show a deficit, below an average, during this year.

Laraiche, 1866.

MAZAGAN.

Report by Mr. Vice-Consul Octavus Stokes on the Trade of Mazagan for the year 1866.

THE trade of this port, for the present year, has nearly doubled that of the previous one, as the following Table will show:—

				Value of Imports.	Value of Exports.
				£	£
1865	..	..	..	52,626	79,600
1866	..	..	..	118,690	116,197

The increase in the value of imports is owing chiefly to the reduction in the prices of cotton goods in Europe; and that of exports, to a favourable season.

The quantity of cotton exported during the present year has been 150 bales, 100 of which were shipped to England, and 50 to France; but the crops have fallen short of what was anticipated, and, instead of 8,000 cwt., the quantity anticipated, but 5,000 cwt. were realised. This decrease is attributable to the visitation of locusts in the early part of the season; and a much greater decrease is likely to take place in consequence of the Sultan having limited the exportation of the article to the period of one year, on account of which, the few Europeans, who were engaged in its cultivation in joint account with the natives, have withdrawn themselves, and the natives are too poor to continue the cultivation unaided by others.

Mazagan, 1866.

MOROCCO.

Report by Mr. Consul White on the Trade and Commerce of Morocco for the Year 1866.

THE trade of Morocco during the past year was on the whole satisfactory. During a portion of the year trade was doubtless injuriously affected by the quarantine causelessly imposed by Spain upon arrivals from Morocco; and more especially, although indirectly, by the strict quarantine placed by Spain and Portugal upon arrivals from England and France, much of the trade between Morocco and the last-mentioned countries being carried on in vessels which touch at Portuguese and Spanish ports.

Shipping.—The following return of vessels which entered Moorish ports during the last three years shows that, although the number of vessels was larger in 1866 than in the previous year, yet it was somewhat smaller than in the year 1864 :—

		Vessels.	Tons.
In 1864	.. ..	1,108	122,950
1865	.. ..	945	115,276
1866	.. ..	1,038	120,876

British Shipping.—The number of British vessels entering ports of Morocco was greater, although the tonnage was less, in 1866 than in 1865, being, in 1865, 947 vessels of 77,008 tons, and in 1866, 487 vessels of 69,752 tons.

Foreign Shipping.—A very considerable increase is observable in the number of French vessels trading with Morocco. In 1865 only 75 French vessels, of 16,441 tons, called at Moorish ports, whilst in 1866 as many as 139 vessels, of 34,909 tons, entered. This increase was caused by the establishment of a line of steamers belonging to the Messageries Impériales, which ran monthly, during the past year, between Tangier and Oran, in correspondence with Algiers and Marseilles. At the time at which I am writing, these vessels run twice a month.

Exports.—The export trade of Morocco, during the last three years, has been steadily increasing, although the exports to Great Britain and Gibraltar, during the year 1866, fell short of those of the previous year, thus :—

	£	£
In 1864 ..	887,880, of which	574,373 to Great Britain.
1865 ..	1,014,031, ..	707,891 ..
1866 ..	1,039,018, ..	657,407 ..

The exports to France, during the past year, were greatly in excess of former years.

The following Table represents the value of goods taken by different countries from Morocco during the year 1866 :—

	£
Great Britain and Gibraltar..	657,407
France	302,790
Spain	35,532
Portugal	32,186
Egypt	4,620
Belgium	3,558
Italy	2,223

The quantity of each of the principal articles exported was as follows :

Almonds	11,564 cwts.
Beans	50,070 quarters.
Canary Seed	21,838 cwts.
Cotton	180 bales.
Dates	4,183 cwts.
Goatskins	102,122 dozen.
Gums	5,290 cwts.
Hides	8,464 „
Maize	49,281 quarters.
Oil	42,780 cwts.
Ostrich Feathers	52 „
Peas, chick	7,534 quarters.
Wool, washed	5,737 cwts.
Wool, in grease	55,885 „
Wax	4,480 „

Imports.—The value of imports, during the last three years, was as follows :—

	£	£
In 1864 ..	803,494, of which	644,303 from Great Britain.
1865 ..	1,071,059, „	907,707 „
1866 ..	1,030,831, „	785,767 „

Thus a decrease is observable in the value of goods imported in 1866, especially in those imported from the United Kingdom. The decrease, however, in the import trade is more apparent than real, existing not in the quantity of goods imported, but in their value, and is due to the fall in price of British manufactured goods. This is evident from a comparison of the quantity and the value of Manchester goods imported into Morocco during the years 1865 and 1866 :—

	Bales.	£
In 1865	7,386	558,531
1866	9,358	547,358

The quantity of goods imported in 1866 exceeded that of the former year by more than one-fourth, whilst their value was smaller.

The value of imports from different countries was as follows :—

	£
Great Britain and Gibraltar	786,852
France	209,018
Spain	23,834
Portugal	10,148
Belgium	1,937
Egypt	1,006

These figures however, fail to represent accurately the value of goods introduced from each country into Morocco, as they only show the amount of direct imports, taking no account of the indirect trade. Thus a considerable portion of goods imported from Gibraltar are of foreign origin. For instance, a large proportion of the sugar and candles imported into Morocco are of Belgian manufacture ; but being introduced through the Gibraltar market, are classed amongst the imports from Great Britain and her colonies. In the same way Sweden and Austria do not appear in the trade returns, there being no direct trade between these two countries and Morocco ; yet Austrian hardware, glassware and crockery, and Swedish iron and deals, are largely imported. Again, a greater amount of British goods are taken by Morocco than would appear from the custom-house returns of the United Kingdom, Gibraltar having always been the emporium for British trade with this country. Owing, however, to the increased facilities afforded by steam-vessels trading between the two countries, and also to the greater spirit of enterprise which prevails, native merchants, not only on the coast, but also in the interior, perceiving the greater advantages of making their purchases themselves in British

markets, are entering more and more into direct commercial relations with Great Britain.

The quantity of each of the chief articles imported into Morocco during the past year was as follows :—

Alum	..	..	..	..	95 barrels.
Cloth	..	..	..	..	235 bales.
Coffee	..	..	..	..	3,839 cwt.
Copperas	..	..	..	..	40 "
Earthenware	..	..	..	..	758 packages.
Deals	..	..	..	..	1,666 dozen.
Hardware	..	..	..	..	245 packages.
Indigo	..	..	..	..	3,080 lbs.
Iron	..	..	..	..	51,858 cwt.
Lead	..	..	..	..	122 "
Linen Cloth	..	..	..	..	2,234 pieces.
Rice	..	..	..	..	470 cwt.
Saltpetre	..	..	..	..	62 barrels.
Spices	..	..	..	..	671 packages.
Steel	..	..	..	..	870 cwt.
Sugar	..	..	..	..	56,942 "
Tea..	..	..	..	..	2,865 boxes.
Tin..	..	..	..	..	173 "

Agriculture.—The grain-crops of 1866 have been fairly good throughout Morocco, although the harvest was not above an average one. Much harm was anticipated from the ravages of the locusts, which made their appearance in vast quantities. Fortunately little real injury was sustained. The wheat and barley being already full-grown, and the stalk and ear hardened, they in great measure escaped. The maize and other summer crops likewise suffered much less than might have been expected, although the vines and other tender plants, as well as the olive-trees, were in many places completely stripped, and the yield of oil was consequently but small.

Wool.—The wool-clip surpassed that of former years; and owing to the measures taken by the authorities, upon the complaints of the merchants, it was brought into the markets free from the dirt and impurities with which the Arabs were wont to clog it to increase the weight. Of the wool that is exported, nearly two-thirds are shipped to Marseilles, and the remaining third to Great Britain.

Cotton.—No extension has been given to the cultivation of cotton; in fact it is to be feared that it has rather diminished than increased. The reasons of this decline were pointed out by me in my Report of last year, and are briefly these:—The want of encouragement given to it by the Government, the uncertainty with regard to the continuance of the permission for its exportation, the disappointment of the native cultivators in the pecuniary results of the speculation, and the want of means to undertake its cultivation on a large scale.

Tangier, April 9, 1867.

RABAT.

Report by Mr. Acting Vice-Consul Alfred St. Chafray on the Trade and Commerce of the Port of Rabat during the Year 1866.

Le tableau suivant présente en résumé l'ensemble du mouvement du commerce maritime et de la valeur des importations et exportations pendant l'année dernière et les trois précédentes.

Années.	Nombre Total des Bâtimens.		Bâtimens Anglais seuls.		Importation en £ sterling.	Exportation en £ sterling.
	Navires.	Tonneaux.	Navires.	Tonneaux.		
1863 ..	44	3,662	12	880	115,806	74,838
1864 ..	36	2,704	12	972	72,372	72,644
1865 ..	29	2,476	8	499	56,684	46,293
1866 ..	40	2,600	8	560	47,683	52,768

Cette incessante et énorme diminution qu'attestent les chiffres ci-dessus dans le commerce de ce port durant les trois dernières années, me paraît de nature à appeler l'attention de quiconque aurait intérêt à en rechercher les causes et à examiner s'il ne serait pas possible d'en supprimer ou au moins d'en atténuer sensiblement quelques unes.

La plus grave de ces causes qui ont en une action si fâcheuse sur le commerce de l'année dernière échappe cependant à toute action : je veux parler de la perte presque totale de la récolte des grains, due aux ravages des sauterelles qui apparurent par nuées à l'époque où les jeunes pousses commençaient à sortir de terre et détruisirent entièrement, pour ainsi dire, toute végétation. Ce fleau succédant à deux années successives de mauvaise récolte a pesé lourdement sur la population agricole et a non seulement diminué grandement les produits susceptibles d'être exportés mais encore a amené un chérissenment notable de toutes les denrées, ce qui a invariablement pour effet de porter préjudice au commerce. Les fruits, et tous les végétaux en général, ont été très peu abondants par la même raison ; les raisins ont fait complètement défaut, et le rendement en oranges a été infiniment moindre qu'à l'ordinaire.

L'énorme quantité de monnaies de cuivre fausses qui se sont tout à coup répandues dans les pays, et qui ne perdaient pas moins de 30 pour cent, a été aussi une source sérieuse d'embarras pour le commerce pendant l'année dernière. Ces fausses monnaies se trouvant mêlées aux véritables et n'offrant pas de caractère assez marqué pour qu'il fut facile de les distinguer, il est devenu à peu près impossible de courir la chance que comportaient dès lors toutes transactions payables en monnaie de cuivre, quoique de telles transactions, représentant même un chiffre important, se présentent fréquemment ici. Toutefois c'est là je crois, Monsieur le Ministre, un accident dont l'apparition prochaine d'un nouveau type de monnaie de ce genre tendra à faire disparaître, au moins momentanément, les inconvénients.

Mais parmi les causes locales qui ont contribué à paralyser le mouvement des affaires en cette ville et qui continuent à exercer le plus fâcheuse influence, il faut assurément mettre en première ligne l'augmentation des droits de péage prélevés par les Gouverneurs Arabes sur les principales

routes par les quelles s'effectue le commerce intérieur. A ce point de vue, je dois signaler, je pense, ce qui se passe sur la route qui relie Rabat au point voisin de Dar-el-Baida, route sur laquelle chaque charge de chameau acquitte actuellement de 18 à 20 fois le droit de péage qu'elle n'acquittait autrefois que 6 à 8 fois. La répugnance toute particulière des populations Arabes pour ces sortes d'impôts, sources de vexations continuelles, a pour effet inmanquable d'une part, de les amener à se diriger vers d'autres marches pour la vente de leurs produits et l'achat des articles d'importation qui leur sont nécessaires, d'autre part, d'élever les prix de transport et conséquemment d'augmenter le cours de toutes les denrées en diminuant les arrivages.

Laissant de côté ces considérations générales qui conduiraient facilement à des appréciations sur la ligne de conduite manifestement adoptée par le Gouvernement Marocain pour forcer définitivement le commerce Européen à abandonner Rabat, appréciations qui sont du domaine de la politique et s'écartent par conséquent du cadre de ce rapport, on remarquera en ci qui concerne l'importation qui le sucre en pain importé pendant l'année dernière, bien qu'arrivant directement d'Angleterre ou de Gibraltar est en majeure partie, de fabrique belge. La fabrication anglaise et française n'en ont fourni qu'une très faible portion. Quoique de qualité très inférieure à celui d'Angleterre et de France, le sucre en pain Belge est ici l'objet d'une préférence marquée à raison de son bas prix. La bougie et la quincaillerie de provenances belge et allemande jouissent par la même raison d'une faveur analogue.

Candis que l'ensemble de l'importation n'a cessé de descendre, la somme à laquelle s'élève le commerce d'exportation présente au contraire sur l'année précédente un léger accroissement qui porte principalement sur les laines dont le montant offre un excédent de 10,639% sterling en valeur, et de 767 quintaux seulement en poids sur l'année 1865. La disproportion entre ces deux chiffres s'explique par la hausse des prix d'achat, hausse qui néanmoins n'eut pas empêché l'excédent en question d'être encore plus considérable sans les troubles dont les environs de Rabat et Salé n'ont cessé d'être le théâtre à l'époque de la campagne des laines, et dont le résultat a été de faire refluer sur Larache et Dar-el-Baida une grande partie des laines qui trouvent d'ordinaire ici leur débouché naturel.

Les états ci joints attestent une grande diminution dans l'importation des Babouches, tapis et étoffes de laine, qui avait paru vouloir prendre un important développement en 1864 et 1865. Cette diminution, due à un temps d'arrêt qui s'est produit dans les demandes d'Egypte, a porté une grave atteinte à la prospérité de ces diverses branches de l'industrie locale qui donnaient du travail à un grand nombre d'ouvriers, de la ville et des environs.

La sortie des os qui avait été accordée pour six mois et dont quelques chargements figurent sur cet état a de nouveau été prohibée.

Enfin la graine de coton dont on trouverait ici une certaine quantité, fournirait également un article d'exportation si les droits exorbitants dont la frappe le Gouvernement Marocain n'y mettait obstacle. Cette graine se vend donc sur place. Il est véritablement regrettable que, tandis que ce Gouvernement, par suite d'une sollicitude subite pour les souffrances de ses malheureux sujets, n'hésite pas à recourir dans leur intérêt à une nouvelle mesure prohibitive en interdisant la sortie des grains, il s'oppose avec une persistance aussi étrange à l'exportation de maints articles secondaires qui ne profitent à personne et dont la sortie ne laisserait pas de fournir quelques ressources avantageuses aux classes pauvres.

Rabat, février 10, 1867.

SAFFI.

Report by Mr. Vice-Consul Elton on the Trade at Saffi during the Year 1866.

IMPORTS AND EXPORTS.

THERE was a decrease in the value of the imports at the port of Saffi in the year 1866, when compared with the amount of the imports in 1865, and an increase in the exports in 1866, over those in 1865, as will be observed in the following Table :—

Imports.			Exports.		
Years.	Total Value.		Years.	Total Value.	
	£			£	
1865.. ..	92,932		1865.. ..	71,240	
1866 . . .	43,890		1866.. ..	83,793	

In the foregoing Table it is shown that the imports in 1865 were 49,042*l.* more than in 1866, this may be accounted for by the circumstance of a considerable quantity of cotton goods imported in 1865, and some previously, being in the hands of merchants here, who, therefore, did not import the articles largely in 1866.

The principal imports were cotton goods, tea, and loaf sugar, from Great Britain in 1866, in that year, loaf sugar to the value of 2,608*l.* was imported from France in a British vessel.

The exports of 1866 exceeded those of 1865 by a sum of 12,553*l.*, this difference may be considered to be partly caused by the value of beans and maize exported in 1866, which was 10,985*l.* more than the value of those articles exported in 1865.

In the following Table it will be noticed that at the port of Saffi, during the year 1866, the greater part of the imports were from Great Britain, and the greater part of the exports to the same country. The principal exports were beans, maize, peas, olive oil, and wool.

The following Tables show the value of imports and exports during the year 1866.

IMPORTS.

			£	£
From Great Britain			..	31,742
„ France			2,608	
„ Spain			9,540	
				12,148
Total.. ..			..	19,594

EXPORTS.

			£	£
To Great Britain			..	67,136
„ France			288	
„ Spain			9,601	
„ Portugal			6,768	
				16,657
Total.. ..			..	50,479

Showing that the imports from Great Britain were 19,594*l.* more, and the exports to Great Britain 50,479*l.* more, than the trade from and to other countries.

The tonnage of British shipping trading to the port of Saffi in 1866, considerably exceeded that of foreign shipping, as the following Table will shew.

BRITISH VESSELS.

ENTERED.		CLEARED.	
Vessels.	Tonnage.	Vessels.	Tonnage.
34	5,536	40	5,314

FOREIGN VESSELS.

	ENTERED		CLEARED.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
French	1	196	1	196
Spanish	18	1,486	16	1,359
Portuguese	10	1,124	6	790
Danish	1	88	1	88
Total	30	2,894	24	2,433

By comparing the arrivals and departures of British vessels, with those of foreign vessels, it will be observed that the British vessels which arrived exceeded the foreign vessels by four in number, and 2,642 in tonnage, and that the British vessels cleared, exceeded the foreign vessels by 16 in number, and 2,881 in tonnage.

Agriculture.—Wheat, barley, maize, beans, and peas are grown in the neighbourhood of Saffi: the crops of 1866 were considered scarcely average crops, it is thought that those of 1867 will be more plentiful.

The cultivation of cotton in the neighbourhood of Saffi has hitherto been limited, which has been caused by the want of water for sufficient irrigation. In 1866 great numbers of cotton plants were destroyed by locusts. It is expected that, in 1867, the cultivation of cotton will again be attempted in this district.

Manufactures.—The chief articles manufactured at this port are woollen haiks, and a striped woollen stuff, which is made into jellabs. Slippers are made, but not sufficient for the use of the inhabitants of the town.

The curing of leather is carried on here, but only on a small scale.

Saffi, J^{ny} 23, 1867.

TETUAN.

Report by Mr. Vice-Consul W. K. Green on the Commerce of Tetuan during the year 1866.

TRADE has made little apparent progress at Tetuan during 1866, if the accompanying returns are to be looked upon as a criterion, but, when the many depressing causes that prevailed are taken into consideration, an improvement instead of a decline becomes manifest.

Tetuan, besides sharing in the evil effects of a short harvest, and of the quarantines established at Gibraltar on England and France, found her communication with Spain and Ceuta cut off by the unaccountable prohibitory sanitary measures decreed by Spain against arrivals from Morocco. It is true, the Moorish custom-house has never marked any considerable commerce with Spain, still, a very active communication, when practicable, is kept up with Ceuta, and that garrison mainly relies for its provisions on this province.

The arrivals in Spanish shipping, as compared with those in 1865, have decreased by a third, whilst British entries have increased by that amount. The coasting trade has been carried on entirely by British vessels, and the intercourse with Oran has chiefly been maintained by them. A very active immigration of the Jewish population of Tetuan into Algeria is going on, and the emigrants load the vessels with their baggage and chattels, hence the apparent insignificance in the returns of the commerce with Oran.

In the neighbouring province of the Reef, the harvests of 1865 and 1866 were very abundant, and, now that the cultivators have realized some of their profits, a very active demand has arisen in brown cottons and saltpetre. The increase to be noticed in the item of Manchester goods occurred within the last three months, and the transactions going on in them shew no signs of diminution. Saltpetre, being once again placed as a monopoly in the hands of the Government, does not figure to its proper extent in the table of imports.

A convention having been entered into, during last summer, between the Spanish Government and the Sultan, for the establishment of a custom-house by the latter at the lines of the Spanish fortress of Melilla in the reef country, it was feared the commerce of Tetuan would be injuriously affected thereby. Many of the Tetuan merchants proceeded to Melilla to open establishments there, but, it appears, some difficulty has arisen regarding the execution of the convention, and the merchants have returned to Tetuan, and the Reefians continue to have recourse to our market.

Tetuan, January 1, 1867.

PRUSSIA.

LEIPSIG.

*Report by Mr. Consul-General J. A. Crowe, on the Trade and Commerce of
Leipsig for the Year 1866.*

THE year 1866 was peculiarly disastrous to Saxony. A war on a most extensive scale, an epidemic of a most fatal character, and a deficient harvest combined to impoverish and decimate the population; yet no year opened under more favourable auspices. The Zollverein trade returns for the first quarter of 1866 showed an income of nearly 5,000,000 thalers, and an increase of 100,000 thalers above the corresponding period in 1865. The Zollverein had begun to import more raw iron, more cotton yarn, more wine. At the Leipsig Easter fair preparations were made for a most extensive business in leather and in woollen goods; cotton manufactures in short supply, but of high price, promised most profitable returns; the manufacturers of Saxony were working overtime; the merchants of Leipsig had given orders proportioned to the expected requirements of trade; industry and commerce were reviving and healthy, when suddenly the prospects of peace gave place to expectations of war.

The Leipsig fair passed away without yielding any returns; prices rapidly fell; merchandise was withdrawn, stored, or exported to the United States; and orders were countermanded in every direction.

Rumours were abroad in March of precautionary measures taken in the highest quarters for the safety of jewels and securities. A panic took possession of the labouring classes, in consequence of the extensive stoppage of works undertaken by private enterprise. There was a run in April upon all the savings-banks of the country, and the Government offices for the sale of salt were besieged by alarmed housewives. In May the Prussian troops closing in upon the northern and western frontier, and the Austrian gathering to the south and east, increased the alarms of the Saxons, whose fertile territory seemed on the eve of becoming a battle-field. There was but one cry from the manufacturing and trading towns throughout the land—the cry for peace at any price. The effects of war were felt before hostilities had broken out. Whilst banks and banking-houses were besieged by people who insisted on silver change for their bank-notes, the means of ordinary circulation for goods were curtailed, or entirely cut off. The railways ceased to carry goods, and reduced, or withdrew altogether, their passenger trains. The exports of horses, of corn, straw, and hay was forbidden. The population of the manufacturing districts was the first to feel the dangers and misfortunes of the crisis. Before the Prussian armies had occupied the country, many of the weaving, spinning, or printing establishments and ironfounderies, and many of the mining companies had dismissed part of their men, or confined themselves to working short time. After the occupation, the Saxon Government stopped the contracts on the Chemnitz and Friburg Railway for want of funds; and the municipalities throughout the kingdom got to their wit's end to find food or work for hundreds of idle hands. No misfortune, however, is without some counterbalancing advantage; and whilst the railways lay unused by the public, either because they were taken up for military purposes, or because they were dangerous from the proximity of the enemy, the old highways became crowded with an unusual wagon traffic, and horses or oxen were at a

high premium. As early as June petitions began to flow into Dresden from the chief towns of Saxony, asking for money or relief of some kind. The Treasury was not in want, having received a copious supply from the Chambers on a vote for the maintenance of the army; but, on the one hand, there was a prospect of a speedy falling off in receipts, from the inability of many classes to pay their taxes, and from the stoppage of the lottery; whilst, on the other, an unforeseen drain was created by the Prussian daily requisition of 10,000 thalers and rations for 50,000 or 60,000 men. Still the petitions were urgent, and measures of relief were admitted to be necessary. The Government, therefore, applied to the Chambers, and a million and a half was voted, on the understanding that it should be lent on goods to the amount of two-thirds of their value; on securities to within 70 per cent. of the quoted price, or on bills at two months, with at least three signatures. In Leipzig a bank for advances was opened by the municipality, with a capital of half a million, which saved the credit of many small traders.* Chemnitz received half a million, for a similar purpose, out of the fund voted by the Chambers.

Perfect stagnation marked the summer months. The Prussian Government was liberal enough to allow free transit through the Zollverein to the Austrian frontier; it prohibited the entrance of all goods directed to bonding warehouses situated in places at war. A proposal was entertained in July for drawing a line of customs demarcation between those States which remained in friendly relation with Prussia and those which had ceased to hold such relations; but the difficulty of finding officers to guard 275 border miles amongst the plains and hills of Thuringia and Electoral Hesse, was so great that no progress was made with a scheme which peace happily contributed to render abortive. The rapid progress of the war, which enabled Prussia to dictate terms at Vienna, would have produced a more complete change in the condition of Saxony, if that kingdom had been included in the treaty of Nikolsburg. The postponement of the separate peace till late in the year kept the mercantile and manufacturing world in painful suspense, and trade did not recover from its languor till 1866 had expired.

The losses which that year entailed may be conceived from the foregoing, as well as from the fact that the yearly returns of the Zollverein trade for 1866 show a decrease upon 1865 of not less than 2,644,344 thalers. In addition to those which indirectly accrued, we may calculate the following, which are direct and actual:—

	Thalers.
Expenses extraordinary for maintaining the Saxon army in war ..	4,000,000
Prussian requisitions in kind	4,154,000
Daily payment to Prussia during the occupation	1,290,000
Contribution of war at the peace	10,000,000
Total	19,444,000

The war thus cost Saxony close upon twenty millions in ready money, or about three millions sterling.

The registry of goods brought to the Leipzig fairs, unsatisfactory as it is when we require to know the real value and quantity of those which pass through the hands of the merchants, allows us to make a comparative survey of the business done at particular times of the year. It does not fail to impress us with the extraordinary influence which the war had upon commerce generally. We shall see that, whereas at new year the supply of manufactures of all kinds far exceeded that of the

* The total of loans never exceeded, at any one time, 230,000 thalers.

corresponding period in 1865, the trade at Easter and Michaelmas was very much diminished; and on the total of the whole year we shall find an increase on woollen yarn alone; a decrease in all other articles. In some cases, indeed, the decrease was one-half, as for silk; one-third, as for iron wares; one quarter, as for hardware and leather.

RETURN of the quantities of goods, the manufacture of the States of the Zollverein, brought to the Leipsig fairs in the year 1866.

	Description of Goods.	New Year's Fair.	Easter Fair.	Michaelmas Fair.
		Centners.	Centners.	Centners.
1	Cotton Goods	15,975	28,112	27,700
2	Cotton Yarn	1,576	2,316	2,426
3	Iron Wares	2,527	3,225	3,822
4	Glass and Mirrors	582	2,096	1,863
5	Fine Wool Manufactures	214	1,392	2,186
6	Instruments	234	316	439
7	Made up Clothes	362	940	989
8	Copper and Brass Wares	272	305	414
9	Hard and Small Wares	2,306	8,664	5,985
10	Leather	12,074	26,984	24,157
11	Leather Wares	1,044	3,081	2,526
12	Linen Wares	7,244	11,499	10,239
13	Porcelain and Earthenware	1,248	3,520	3,217
14	Paper	1,021	1,664	919
15	Furs	307	1,110	861
16	Silk Wares	265	1,071	562
17	Mixed Silk Wares	254	595	296
18	Straw Manufactures	20	527	169
19	Carpets	175	145	224
20	Woollen Manufactures	30,924	55,072	59,663
21	Weighing Machines	..	250	60
22	Other Articles	412	1,713	567
Total		79,036	154,597	149,284
Grand Total		382,917		

Observations made upon the home trade yield similar results when extended to foreign imports. There is scarcely an article that does not show a most extraordinary diminution, if we except raw cotton, linen yarn, slops, and paper. The English supply of hardware was almost entirely wanting; there was but half the usual amount of woollens; but one-third that of cottons; and all other sorts were shorter in supply by a quarter, a fifth, or a tenth.

The following is an account of the quantities of foreign goods wholly or in part manufactured, and of raw materials for manufactures, imported into Leipsig at and between the fairs in the year 1866, and of those sold for home consumption and exportation respectively, including the goods remaining in warehouse at the close of 1865 :—

	Description of Goods.	Imported.	Sold for Home Consumption.	Sold for Exportation.
	I.—MANUFACTURES.	Centners.	Centners.	Centners.
1	Cotton Manufactures (chiefly British) ..	6,777	2,474	2,320
2	Hardware (course British) duty 15 thals.	144	103	40
3	Fine ditto (duty 50 thalers) ..	465	159	161
4	Silk and Mixed Silk Manufactures ..	2,789	1,104	916
5	Woollen ditto (duty 30 and 25 thalers) ..	1,856	682	761
6	Ditto ditto (duty 20 and 10 thalers) ..	11,683	4,892	3,706
7	Cotton Yarn ..	30,886	23,097	2,611
8	Iron Ware ..	3,043	2,409	109
9	Glass Ware ..	3,746	3,185	103
10	Wood Manufactures ..	741	733	1
11	Instruments ..	236	229	7
12	Clothes ..	947	512	182
13	Copper and Copper Manufactures ..	983	537	72
14	Leather and Leather Wares ..	1,596	1,114	160
15	„ Gloves ..	6	6	..
16	Linen Yarn ..	3,770	3,551	129
17	Linen, Bleached (British) ..	1,058	527	265
18	Cambric, Tape, &c. ..	11	..	2
19	Paper and Works of Paper ..	998	928	20
20	Silk, twisted, untwisted, and dyed ..	45	42	3
21	Straw Manufactures ..	150	132	7
22	„ Hats ..	5,449	..	..
23	Porcelain and Earthenware ..	522	475	21
24	Wax and Oil-cloth ..	2,485	1,587	508
25	Woollen Yarn ..	42,222	35,869	4,460
26	Carpets ..	487	104	206
	II.—RAW ARTICLES.			
27	Cotton (raw) ..	42,919	..	..
28	Drugs, Chemicals, Dyes, &c. ..	30,185	28,323	111
29	Raw Hides, Skins, and Furs ..	30,355	30,228	20
30	Cocoonut, Palm, and other Oils ..	13,575	13,120	184
31	Raw Sheep's Wool ..	15,224	..	..
32	Divers Wares ..	15,187	14,673	121
	Total ..	270,550	170,795	17,211

But whilst we accept without astonishment proofs of the ill effects of war, of sickness, and of dear bread, on the trade of Saxony, we shall be surprised by a striking increase in the amount of colonial and other produce presented for payment of duty at Leipzig during the year that has just expired. A Table, comprising some items under this head, in my report of last year, may be compared advantageously with the following, furnished by the kindness of the Controller of the Leipzig Customs.

TABLE showing the amount of colonial and other produce that paid duty at Leipzig during 1866:—

Beer ..	..	..	..	..	centners	4,288
Brandy ..	..	..	..	..	..	1,631
Vinegar in Casks ..	..	..	..	..	..	27
Wine and Musk in Casks ..	..	..	..	..	..	7,926
„ in Bottles ..	..	..	..	..	..	1,839
Butter ..	..	..	..	..	..	42
Meat ..	..	..	..	..	..	163
Fresh Colonial Fruit ..	..	..	..	..	..	3,534
„ dried ..	..	..	..	..	..	27,813
Chestnuts and Locusts ..	..	..	..	..	..	919

Pepper and Pimento	centners	3,934
Cinnamon	"	599
Spices (altogether)	"	813
Herrings	tons	7,158
Honey	centners	433
Raw Coffee	"	121,897
Cocoa in the bean	"	1,066
Burnt Coffee and Chocolate	"	31
Caviar	"	37
Cheese	"	858
Jam	"	645
Fish	"	3 415
Dried Fruit	"	12 323
Seeds, Berries, &c.	"	1,040
Flour and prepared Pastes	"	225
Semolina, prepared Barley, &c.	"	1,179
Rice	"	42,178
Syrup	"	7,100
Tobacco in Leaf	"	50,543
" for Chewing	"	324
Cigars	"	417
Snuff	"	1
Tea	"	193
Sugar in Loaves	"	14

Wool.—At the annual wool fair, which was held on the 14th June, the supply was about half an usual one. There were no foreign buyers, and prices ranged at 5s. to 6s. per stone of 5 centners less than last year. But the wool trade of Leipzig is not confined to the fair time, during which, indeed, no business of importance was done. There is a brisk sale in wool throughout the year; and it has been observed that the political and financial crisis of 1866 hardly affected the average price of the article, inasmuch as, after the peace, the quotations stood higher than they did in December 1865.

The following Table shows the quantity of wool brought to market in Saxony yearly for the last 20 years, with the prices for each year, at the spring fair of Bantien :—

				Quantity.	Price of fine per Stone.	Price of course per Stone.
				Stones.*	Thalers.	Thalers.
1846	..	..	..	31,073	15 to 18	9 to 11
1847	..	..	..	76,155	16 18	8 10
1848	..	..	..	41,624	11 14	6 7½
1849	..	..	..	65,320	16 18	8 10
1850	..	..	..	64,964	16 18	8 10
1851	..	..	..	62,169	15 18	8 10
1852	..	..	..	59,486	16 18	8 10
1853	..	..	..	52,924	17 20	11 13
1854	..	..	..	47,476	15 18	10 11
1855	..	..	..	45,410	17 20	12 13½
1856	..	..	..	61,788	19 21	12 14
1857	..	..	..	42,241	18 20	12 14
1858	..	..	..	44,114	17 19	12 14
1859	..	..	..	49,514	15 17	12 14
1860	..	..	..	34,940	17 19	12 14
1861	..	..	..	52,435	16 18	12 14
1862	..	..	..	44,378	14 16	12 14
1863	..	..	..	53,025	14 16	10 12
1864	..	..	..	58,806	15 17	11 12
1865	..	..	..	47,991	14 15	10 11

* 1 Stone = 5 centners 1 centner = 110½ lbs. avoirdupois.

The following Table shows the highest price of corn and produce at the Leipzig market in 1866 :—

	April.	July.	September.	December.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Wheat per Imp. qr.	2 7 1½	2 3 6	2 12 10½	2 17 11½
Rye "	1 14 0½	1 14 10	1 19 2½	2 5 0½
Barley "	1 7 6½	1 7 6½	1 8 11½	1 15 6½
Oats "	0 18 10½	0 19 7	0 19 7	0 19 7
Rapeseed .. .. "	.. ..	.. ..	3 5 3	3 5 11½
Potatoes "	0 17 5	0 14 6½	0 18 10½	0 17 5
Peas "	2 3 6	2 0 7½	2 0 7½	2 6 4½
Hay per centner (110½ lbs. avdps.	0 5 6	0 5 0	0 4 0	0 4 0
Straw per shock (of 870 lbs. avdps.	1 7 0	1 7 0	1 7 0	0 19 6

A glance at this Table proves that between Midsummer and December the value of corn increased to an almost unprecedented extent in the Leipzig market, and the misfortunes of war and cholera were aggravated by enhanced prices for the most necessary articles. The principal cause of this state of things may be found in the climatic changes which affected the growth of the crop in 1866. Winter-sown corn rose well, and gave promise of a plentiful yield. But in May, after several weeks of drought, heavy frosts set in and blighted the prospects of the harvest. Rye, which was just in bloom, was so seriously affected that it returned but one-third of an average crop, and less on the whole than in the proverbially bad year of 1846. Wheat suffered less than rye, but still sufficiently to make the crop smaller than usual; and rape was so completely killed that hardly a third of an usual harvest was brought in. Barley and oats gave better results than rye or wheat. Potatoes were in some places diseased, in others healthy; but the crop, on the whole, was little more than half an ordinary one. Beetroot, clover, and grain were also below the average. On the whole, so bad a harvest has not been seen in Saxony for 25 years past; nor can we expect a diminution in the price of agricultural produce for the present, because, though Prussia was less severely visited than this kingdom, its harvest has been but little better than that of 1865, and it has no corn to spare for the wants of importing neighbours like the Saxons.

Railways.—The following railway lines were opened during the year, viz. :—From Chemnitz to Annaberg, 35 miles (in February); from Borsdorff, near Leipzig, to Grimma, 10 miles. The year 1866 was unfavourable, yet most lines will give good dividends notwithstanding. The losses during the war may be judged from the fact that the Leipzig-Dresden line carried for 174,600 thalers less goods in 1866 than in 1865. The prosperous condition of railways is proved by the dividends of the following lines in 1866, *ex. gr.*, Leipzig-Dresden, 23 per cent.; Leipzig-Magdeburg, 20 per cent.; Berlin-Leipzig, 13½ per cent.; Chemnitz-Wurschnitz, 11 per cent. The total income of the Saxon railways in 1865 was 7,027,000 thalers.

By a treaty just signed at Berlin between the Saxon and the Prussian Governments, a line will be run at once from Leipzig to Feitz, connecting the eastern provinces of Prussia with Bavaria.

Rinderpest.—In the beginning of September the rinderpest broke out with great violence in Hungary and Moravia, and rapidly spread into Lower Austria. The Provincial Government of Bohemia took active measures to arrest the progress of the evil by prohibiting the passage of cattle from Hungary, Moravia, and Lower Austria. The Saxon Government seconded the Bohemian provincial authorities in the endeavour to stop the plague by an order (issued Sept. 10), forbidding the import into Saxony from the Austrian border of all Podolian, Hungarian, and Galician

sheep and cattle, as well as of all Bohemian cattle unaccompanied by certificates of origin. In November all meat, tallow, hides, horns, and bones were comprised in the prohibition. In spite of all precautions, the rinderpest appeared in Bohemia in December, which led the Saxon Government to include Bohemia in a final order, dated the 15th of that month, closing the frontier to all Bohemian sheep and cattle.

Money Market.—For the Saxon money market the year 1866 will also remain memorable. Though monied men were convinced that the rivalry of Austria and Prussia would never be set at rest without a war, they still clung to the belief that the magnitude of the stake involved would induce both sides to shrink from precipitating a catastrophe. The early part of the year was, therefore, marked by symptoms of great activity—the dawn of recovery from the mercantile distress which had been created by, and had survived the extinction of, the American civil war. Money became comparatively cheap, at 4 per cent. discount,* and investments were freely made. The sense of security in which the public reposed was first disturbed by the proposal of Prussia to reform the Federal Constitution. It was the extent, as well as the radical nature, of this proposal that caused anxiety. The banks instantly took measures to increase their metallic reserve; the public withdrew its bank deposits; bank-notes returned rapidly to the points of issue. Almost at the same moment the crisis in the English money market exercised its influence. Discount rose to 9 per cent.

As war became imminent (June), the money market assumed a condition unknown even in the disastrous days of 1848. Communications were suddenly closed; the Post Office ceased to grant money orders, and the registry of letters containing valuables in shares or funds was refused. The circulation of money was all but stopped, in consequence the bank reduced their business to a minimum, and the attempt of the State to raise temporary loans on short bills signally failed. Under these circumstances, the Saxon banks soon showed symptoms of exhaustion; and it hardly admits of a doubt that, had the road to Berlin been closed as well as that which leads to Vienna, a general suspension of payments at Leipzig would have been the consequence. Happily for Saxony, the Bank of Prussia acted with such energetic liberality, and extended its discount operations in so timely a manner, that the banks and banking-houses were enabled to cover all their liabilities, and Leipzig passed through the period of war with a good name for solidity. The tightness of the Saxon money market gradually decreased as the Prussian victories secured an uninterrupted communication with Berlin, and money crept out of its private hiding-places into circulation, reducing discount in August from 9 to 5 per cent.

The rate thus attained in August was kept till the close of the year; yet the money market remained in an unnatural condition. The war had very much diminished the consumptive power of the country. The uncertainty of the future prevented the expansion of enterprise. Capital was laid out solely for discount, or in some favourite species of paper. Money could not be had on mortgage at any price; nor was it laid out willingly on any but temporary speculations. The result will probably be a rise in the rate of interest during 1867. So soon as confidence shall return trade and manufactures will revive and create an increased demand for the circulating medium, whilst the facilities created by the war for investing in public funds at good interest and at a low price, will produce a sort of preference in the face of which trade and manufactures will only attract capital by conceding very favourable conditions †

* The nominal discount was 6 per cent. from January to May.

† At par of exchange, 1*l.* equal to 6 *thal.* 20 *sg.*

The following Table shows the average rate of exchange on London in each month of the year :—

				At Seven Days.		At Three Months.	
				Thal.	Sgr.	Thal.	Sgr.
January ..	..	..	..	6	24 $\frac{1}{2}$ *	6	21
February ..	..	..	..	6	25 $\frac{2}{3}$	6	22 $\frac{1}{2}$
March ..	..	..	..	6	25	6	22 $\frac{1}{4}$
April ..	..	..	..	6	23 $\frac{1}{2}$	6	21
May ..	..	..	..	6	21 $\frac{1}{4}$	6	19
June ..	..	..	..	6	18 $\frac{1}{2}$	6	16 $\frac{3}{4}$
July ..	..	..	..	6	22 $\frac{1}{3}$	6	20 $\frac{1}{3}$
August ..	..	..	..	6	25 $\frac{1}{3}$	6	22 $\frac{1}{4}$
September ..	..	..	..	6	23 $\frac{2}{3}$	6	21 $\frac{1}{2}$
October ..	..	..	..	6	23 $\frac{1}{4}$	6	15 $\frac{3}{4}$
November ..	..	..	..	6	23 $\frac{1}{2}$	6	21 $\frac{2}{3}$
December ..	..	..	..	6	23 $\frac{3}{4}$	6	21 $\frac{3}{4}$

* Ex. gr. The Saxon 5 per cent. war loan is, at this moment, no higher (103 $\frac{1}{2}$) in price than the 4 per cent. Saxon funds before the war. Whilst the latter, which fell during the war to 90, have only since recovered to 93.

OLDENBURGH.

Report by Mr. Vice-Consul Gross on the Trade of the Grand Duchy of Oldenburg, for the Year 1866.

CASTING a retrospective view on the year 1866, so eventful to North as well as South Germany, and which to all appearance brings to Germany at last the union so long sought for, I feel a certain satisfaction to be able to report that, notwithstanding the crisis of the money market, the war in itself, and its consequences, the trade and navigation of the Grand Duchy of Oldenburg continues to improve, and shows, in most all items, compared with last year, a steady increase. The year 1866 may therefore be counted to have been a middling good one, except to ship-owners and the shipping in general, which suffered greatly in the first by a general stagnation in the freight market, then by the war and its consequences; therefore shipping and navigation gave for this year but very middling returns.

SHIPPING AND NAVIGATION.

At the end of the year the Oldenburg shipping consisted in all of 191 sea-going vessels, of the capacity of about 52,000 registered tons; and of about 343 coasting vessels and lighters, carrying about 5,000 lasts, or 10,000 tons, of 20 cwt. each.

In this year there were either sold or lost, of the Oldenburg fleet, 16 vessels, of about 5,050 tons, and 22 vessels were newly registered, giving the total amount above mentioned.

Comparing former years with this year, there existed, under the Oldenburg flag, in the years—

	Vessels.	Tons.
1860	207	56,000
1861	195	56,000
1862	186	51,500
1863	183	49,000
1864	184	50,000
1865	189	51,500
1866	191	52,000

besides the 343 coasting vessels as stated above.

The principal townships where these vessels belong are Brake, Elsfleth, and Oldenburg. The principal trade of the grand duchy concentrates itself at Brake, where docks and all other necessary arrangements for shipping interests are kept up by the Government.

Here at Brake the foreign navigation ceases, and the river navigation begins, which latter is carried on by lighters or flat boats of a very light draught of water.

The Oldenburg shipping finds its principal occupation in the Baltic and West Indian trade. The ships are in general very good, and are renowned and sought for in the freight market all over the world.

The intercourse of foreign vessels at this port of Brake, was for the years—

		Entered.	Cleared.	Of which were British.
1861	.. ..	587	563	63
1862	.. ..	433	457	33
1863	.. ..	421	401	29
1864	.. ..	311	331	37
1865	.. ..	391	379	30
1866	.. ..	291	303	23

showing a decrease, compared with last year, of about 100 vessels, of about 18,000 tons, owing, as above stated, in general to the political events in Germany, but still more to certain laws concerning the discharging of vessels, issued last year by the town of Bremen, which laws prevent the vessels bound for Bremen discharging their cargoes at this port, renowned for its cheapness, and force them to discharge either at Geestemünde or Bremerhaven—places much dearer, but in junction with Bremen by a railway, which is greatly wanted here.

Arctic Fishery, as well as *Herring Fishery*, formerly carried on with great vigour from here, has been given up since several years, shareholders not finding it profitable.

South Sea Whale Fishery has been carried on, with alternate success, in the years—

		Vessels.	Tons.	Crew.
1860	.. ..	3	900	118
1861	.. ..	3	900	118
1862	.. ..	3	900	118
1863	.. ..	3	950	120
1864	.. ..	4	1,370	162
1865	.. ..	3	920	120
1866	.. ..	3	920	120

returning, in the six years' fishing, about 185 barrels sperm, 22,200 barrels common whale-oil, and about 214,650 lbs. whalebone, which is considered by the owners a good average result.

Of the mechanical industries, shipbuilding is the principal in this part of the grand duchy. There existed, in all, 53 shipbuilding yards, of which 21, the principal, are situated in the vicinity of Brake, which finished, in this year, 22 new vessels, of about 8,900 tons, and employed daily from 850 to 1,100 hands.

The Shipbuilding Trade has been greatly affected by the war, and only small prices can be obtained; prices being merely nominal; wherefore no quotations can be given.

Marine Insurances remain as the year before, doing but a small trade, most all insurances being covered by larger companies, either at Bremen or Hamburg.

The Buoys, Beacons, Lighthouses, and Lights for the river are in good condition, and kept in good order by the Government of Oldenburgh, Prussia, and Bremen.

The Pilot Institutions remain at the previous high rates created by the costly maintenance of the different pilot-boats; but it is expected that the North German Confederation will take these institutions in its hands, to lower the different rates.

The Harbour here is in a very good condition. By dredging, the

depth of water has been augmented to 18 feet, so that very large ships may come up here.

TRADE AND COMMERCE.

The inland trade remains as before, and nothing is to be said thereon, but that it gave satisfaction to all parties interested. The total export concentrated itself in the following articles and quantities:—Horses, 460; oxen, 4,870; cows, 3,887; helpers, 1,231; pigs, 1,288; sheep, 5,960; butter, 390 tons; hams, 5,000; wheat, 875 qrs.; rye, 600 qrs.; barley, 4,600 qrs.; oats, 8,900 qrs.; beans and others, 5,000 qrs.; rapeseed, 600 tons at 20 cwt.; beef, 1,500 cwt.; bones, 780 tons.

The Importation into the Grand Duchy has been the same as before, except cotton manufactured goods, of which a great increase has taken place, created partly by an alteration in the tariff, partly by prices being lower than of late.

In the Commercial Laws no alteration has taken place, and nothing is to be complained of.

The Money circulating is silver and gold coin as before, without any alteration.

The Average Rate of Exchange was, for the last year, 6 thalers 20 silbergroschen for 1*l.* British sterling: giving the *equivalents* for 1 thaler equal to 3*s.*; 5 silbergroschen equal to 6*d.*; 1 centner equal to 110 lbs. avoirdupois; 100 feet equal to 93 English feet.

AGRICULTURE.

The harvest for this year gave, in all agricultural produce, a good result. The prices of cattle ruled extremely high, as well as all other agricultural produce. The market price of all these productions is governed, for want of any direct communication with the interior of Germany, by the London quotations; as the greatest part thereof is exported either to London or Hull, to which places a good communication is kept up by the Nord Deutsche Lloyd, a large company running steamers there twice a-week or more, as the occasion permits.

Although this land is in so close a connection with England, it is remarkable that the farmers here continue to work the soil according to a very ancient system; thus causing the land to produce not more than half of what it would bring if worked rationally. Government try hard to improve the system of the farming, but with only small result. Perhaps the next generation may bring an alteration; of the present, little is to be hoped.

POPULATION AND INDUSTRY.

Population and industry have remained as before, and afford no subject for new communications. The population consists of about 300,000 souls, of which nearly three-fourths find their livelihood by agricultural employment; the rest by trade, navigation, or Government situations.

Mines do not exist.

Factories, principally cotton-spinning and weaving, as well as iron-works, do very well, and work apparently with good success. The cotton and iron used is mostly imported from Great Britain, the connections with the south of the United States having not been re-opened, caused most likely by the tightness of the money market, and the want of capital in these establishments.

PUBLIC WORKS.

The public roads in the Grand Duchy are in a very good condition, as far as they are completed. For the interest of the commonwealth, it would be better if the Government could press more on the completion of several principal roads, as it hitherto has done; but it seems that the

political events of this year have entirely absorbed all energy in these matters.

Railways.—Only one line is in contemplation, from Bremen to Oldenburgh town, which line will be opened on the 1st of July, 1867. Other lines are, or have been, in contemplation too; but no beginning has till now taken place, except the line from Oldenburgh to Heppens, which is building by the Prussian Government, and will be ready in the course of next summer.

Canals and Bridges, as far as they are required for the drainage of the country, are kept up by the different commonalties, and are in good order. They are subject to the supervision of the Government inspectors.

Electric Telegraphs go all over the country. They are worked by Government officials, at the same tariff as all over Germany; and very likely will be turned over in the middle of next year, together with the post-offices, to the government of the Nord Deutsche Bund.

The Works of the Marine Establishment of Prussia and Heppens, on the river Tade, are progressing; for next year the opening of one of the docks may be expected, but it will take a great length of time yet to promote the works so far as to give shelter to one frigate or one regiment of soldiers. Many vessels were trading here last year, carrying most all building materials for the Prussian Government.

The want of a proper court of justice creates great inconvenience to the shipping in cases of differences with their consignees. On several occasions this Consulate here was therefore obliged to interfere on behalf of British subjects, they not being able to get the slightest remuneration for wrongs inflicted upon them by neglect of the receivers of their cargo, but in which this Consulate succeeded to settle them in amity, to the satisfaction of both parties.

GENERAL REMARKS.

In the uncertainty of Germany's future development, it is not to be wondered that the commercial and agricultural condition of the Grand Duchy has not developed itself in such a manner as might have been expected. The war in the south took away, in the best time of the year, almost all the young men, and has cost enormous sums of money, which for a length of time will be a great drawback to all improvements in the agricultural districts, as well as in all mercantile undertakings. Nevertheless the population have a very great confidence in the future consolidation of the *Nord Deutsche Bund*, in which, according to their opinion, they have at last found the keystone to the unity so long sought for all over Germany. May they not hope in vain.

Of the public schools, nothing can be said anew; they continue in a very good state, and it may be said that the results of them among the younger generation are very good.

Although many of the petty German Governments have been annihilated by the war, and many others have submitted themselves to Prussian jurisdiction, yet this Government has succeeded, by sacrificing a little of its sovereignty at the right time, in keeping the management of the interior affairs in its own hands, at least until the German Confederacy shall be constituted by the rightful constituent, the *Reichstag*; and has thus kept up a good understanding with the population, which, perhaps, in no other German State exists in the same manner as in this Grand Duchy, although the sacrifices in money as well as soldiers, which will be demanded by the Confederate Governments at Berlin, are expected to be enormous; yet the confidence prevails throughout the land that the Government, or, as the people here say, the Grand Duke, will settle all these matters to their satisfaction. May they not be mistaken.

Brake, December 31, 1866.

RUSSIA.

THEODOSIA.

Report by Mr. Vice-Consul Edward B. B. Barker on the Exhibition of the Products of the Crimea, at Simpheropol, from 27th October to 7th November, 1863.

THE first impression which strikes the traveller on approaching Simpheropol, the chief town of the Crimea, is the order and regularity of the streets and houses; having travelled over miles and miles of flat country without hardly seeing more than a few hamlets, or meeting with more than a few bullock-carts carrying vegetables, he is astonished at coming suddenly on a large, well-built European looking town. His surprise is still greater, on entering the exhibition building, to find such a variety of productions collected together, which would appear to be the united produce of several different countries. The reason, however, is obvious. The peculiar climate of the Crimea, very hot and very cold, and the position of the several districts of this peninsula, as they happen to look to the east or west, north or south, renders them fit for the cultivation of any vegetable or fruit which Europe produces; and if rain came more frequently to moisten this most fertile soil, the Crimea would be the most productive region in the world. But the vicissitudes of successive invasions to which the country has for centuries been subjected on account of its flat nature, and the want of fortified positions, have denuded it of trees, and as no others have been planted, there is nothing to attract moisture and retain it. The emigration of the Tartar races, and the liberation of the peasantry from serfdom, which have deprived the proprietors of labouring hands, have given the finishing stroke to the well-being of this unfortunate country, and we see it now reduced to the last extremity. The productions just exhibited at Simpheropol are chiefly those of the colonists, principally German, who have begun to try its capabilities, and they have succeeded in a wonderful manner in showing what the Crimea, and the districts adjoining, are capable of producing.

The Government have done very wisely in ordering that every district in Russia should, from time to time, bring its products and manufactures to an "Exhibition," for the distances between the farms or hamlets (for there are no large villages) are so great, that it would be impossible for the inhabitants to know what improvements are being made in other parts of this vast extent of country.

The general feature of this present exhibition at Simpheropol is decidedly German. Should no future political revolution take place in the Crimea, the German element will one day predominate to the exclusion of all other; for this hard-working, persevering race overcome all difficulties, and manage to thrive where the Russians and even Tartars fail.

The collection of marbles, highly polished, show what the Crimea contains under its soil, of stone for ornamental purposes; and if researches were made by scientific men, there is no doubt that the mineral products would be quite as interesting. Clay is found of an excellent quality, and the specimens of tiles and bricks indicate that very superior articles of this branch of manufacture might be made, if machinery and modern improvements were introduced.

The cereals are certainly inferior to what I am told the Crimea produces generally. I looked in vain for soft wheat of a fine quality ; there were only three or four specimens, and these inferior.

The fruit and vegetables were much superior, and on the whole very fair. Beetroot, from which Russia now obtains its supply of sugar, has become a most important vegetable, and the specimens were very fine ; and the cabbage, which furnishes the food of two-thirds of the population in some shape or another, winter and summer, were both very ably represented. I saw pyramids of cabbages in the market-place 20 feet high.

The cotton specimens of Georgia and Carolina, from American seed, were very fine, equal to any grown in any part of the east that I have ever seen ; but, as they are the results of experiment only, no conclusion can be drawn. There is no apparent reason why the Crimea should not produce the finest and most abundant crops of cotton, for the soil is, in general, excellent, and the climate quite as hot, if not hotter than any part of America. This plant will also succeed very well where it is not watered, as it does in Syria, where no rain falls during the whole summer, so that the want of rain would not be an obstacle. In Cyprus, also, cotton grows very well during the great droughts to which that island is subject. Tobacco grows in the Crimea very well, and why should not cotton ?

The same may be said of silk, for the specimens of cocoons and thrown silk were exceedingly good and fine, but the specimens are the results of the experiments of the German colonists ; although silk-worms have been reared for years in the Crimea, the Tartar emigration has nearly destroyed the cultivation, for the worms were reared by the peasants, who were all Tartars.

The wool specimens, particularly the Merino fleeces, were very fine. The breed of Merino sheep has been for a great many years introduced into the Crimea, and has succeeded so well, that there are landed proprietors who have 30,000 to 40,000 sheep. The photograph portraits of the rams and ewes excited attention, and the living originals were there to compare with the portraits.

The breed of horses were of the small Tartar breed, and not remarkable for anything except their powers of endurance, which could not be exhibited.

The oxen and pigs were newly introduced from Europe. But I was surprised to find that neither the camel nor the buffalo, two of the most indigenous and useful animals in these vast tracts of country, the camel in the plains, and the buffalo in the mountains, were not represented by any living specimen.

There were some enormous oxen brought from Switzerland, but I heard the farmers say they have not been found to answer for the plough as well as the smaller Tarter breed of the country. I was present at the trials of all the ploughs, and although the soil chosen was far too light for some of them, the capabilities of the English and German ploughs were far superior to those of the old country farmers. Ransom and Sims had not a fair trial, for the men did not know how to use it, and the soil was far too light for it. But the self-acting plough, a patent English one, improved by Count Desmaisons, appeared to be the favourite, and to carry off all suffrages. In regard to the other agricultural implements, they were principally British, but few of them with the modern improvements : in fact, agriculture is in its infancy here, and it is to be hoped this exhibition will induce Russian proprietors and colonists to look to England for assistance in the important means of scientific agriculture.

In regard to the wines, I tasted almost all the different kinds, all

such as were pointed out to me to be the best ; they are very erroneously named after a fanciful resemblance to European kinds which have become famous, for some of them have peculiarities of their own, well deserving of notice ; and the rest are so inferior as not to merit any name at all. In no instance did the wine resemble exactly its prototype. The nearest resemblance to the wines grown in Europe appeared to me to exist in some which are very like Rhenish wines ; indeed the predominating resemblance of nearly all the white wines is Rhine wine, particularly a wine called Traminer, and another Reisling. These, and one or two others, would pass for Rhenish, and the first-named, Traminer, even superior to most of the wines made on the Rhine. A number represent Muscatel wines, which are only fit for dessert, and, in general, are not much esteemed. The Bordeaux, Lafitte, and other imitated French wines (with the exception of the Muscatel kinds), have no resemblance whatever to those of the same name made in France. They all want the bouquet and fine dry flavour of French wines ; although some have peculiarities of their own which would make them appreciated if more generally known. The best Bordeaux was exhibited by Prince Worenzow, which, although not like claret, was extremely good.

The wines of Sudak are by no means to be despised ; the prices are moderate when compared with European wines, and they would form an item of export were they not principally consumed in Russia, which looks to the Crimea for this article for the table.

I must not omit to speak, in terms of the highest praise, of the ornamental decorations and general arrangement of the exhibition building, and of Mr. Keppen, attached to the Ministère des Domaines, to whose taste we are indebted for the graceful disposal of all ; at the same time, that I acknowledge, with thanks, the courtesy and attention paid by him to all persons, and to myself in particular, in explaining whatever I required to know, and in pointing out what would have escaped my notice without his assistance.

I abstain from speaking of the collections of woods, cut and polished from forest trees, which were the most interesting specimens in this exhibition, because I have not been able to obtain a catalogue of the names of those trees.

The following Annexes show the Articles of Raw Produce and Manufactures of the Crimea and Districts adjoining ; and the collection of Woods and Forest Trees exhibited by Messrs Frome and Wiebe.

ANNEX No. 1.

CATALOGUE of Articles of the Raw Produce and Manufactures of the Crimea and Districts adjoining, in the Exhibition at Simpheropol, from 27th October to the 7th November, 1863:—

NOTE.—By No. 1 is meant *one basket or one package* of the sort specified, and so on, &c.

Number of Specimens.	Articles.	By whom sent, and from whence.
32	Collection of Marbles, Calcareous Stones, and other Stones, highly polished	Royal Mines in the Crimea.
	Collection of Stones and Fossils of the Crimea	Major Materno, of Theodosia.
- 3	Models in Clay of land in the District of Catherinaslaw and Eupatoria	G. L. Kouznina.
11	Native Rock Salt	Salt Lake of Eupatoria.
	Rock Salt, found in lumps in 1863 ..	Lake Roush, district of Pericop.
4	Rock Salt, found in different shapes ..	Do. Do.
	Manufactured Refined Salt, in loaves ..	Ivan Stepanovich Koubanoff.
4	White Bricks (imitation Dutch Tiles) ..	Simpheropol.
4	Do. (double the size) ..	Mr. Corneese Tashenaka.
	Brick-tile Piping for Watercourses.. ..	Simpheropol.
	Do. Do. Do. ..	Do.
	Iron Cooking Stove (price 55 roubles) ..	Do.
	Smaller one (price 30 roubles) ..	Do.
2	Two Knives	A Tartar of Backchi Serai.
5	Five Garden-Knives and Scissors for cutting trees	Mr. Fadievof, of Simpheropol.
1	A Sheaf of White Hard Wheat	Simpheropol.
	Wheat in sacks, from different persons ..	German Colony at Maloshneh.
	Red Wheat Do. Do. ..	Do. Do.
	Black Wheat (Sarrasin)	Do. Do.
3	White Wheat	German Colony, Rukkenan.
3	Rye	Do. Raisenort.
1	Rye	Mr. Boscroveny.
1	Barley	German Colony, Raisenort.
1	Oats	Do. Do.
1	Maize, or Indian Corn	Do. Do.
1	Lorghum, or Black Sugar Cane	Do. Do.
	Wheat (hard)	Count Desmaisons.
	Wheat (soft).. .. .	Do.
	Do.	Mr. Banova, Bulgarian.
1	Wheat in the Ear	Berdiansk.
3	Barley	Malosch Colony, Shenzain
	Syrup from Lorghum (Black Sugar Cane)	Do. Orloff.
20	Varieties of Dried French Beans	Do. Raisenort.
1	Do. Dried Turkish Beans.. ..	Yenia Sala.
3	Do. Fresh Do.	Do.
4	Do. Do. Do.	Do.
5	Do. Do. Do.	Garden Forncovska, Simpheropol.

Catalogue of Articles of the Raw Produce, &c.—*continued.*

Number of Specimens.	Articles.	By whom sent, and from whence.
3	Vetches—Chick Peas or Lentils	Simpheropol.
7	Onions and Garlic—	
	Megicado sativa	Mr. Corneese of Tashenaka.
	Megicado falcata	Do. Do.
	Onobrychis sativa	Do. Do.
	Onobrychis gracilis	Do. Do.
	Astragulus onobrychis	Do. Do.
	Lolium pereune	Do. Do.
	Unknown	Do. Do.
2	In Seeds—	
	Onobrychistaurica, Lolium Italicum ..	Farm Berago, near Yalta.
3	Do.	Terekli Ali.
4	Do.	Farm Nizatz.
16	Potatoes	Zoayeh, near Simpheropol.
	Do.	Maloshneh German Colonies.
4	Leeks	Simpheropol and Yeni Sala.
3	Shalots	Do. Do.
1	Beetroot	Do. Do.
1	Do.	Berdiansk.
1	Do.	Simpheropol.
1	Do.	Yeni Sala.
4	Do.	Backchi Serai.
2	Rhubarb (Queen Victoria)	Do.
3	Cabbage Turnips	Simpheropol, Zouyeh, and Yeni Sala.
7	Cabbages	Do. Do.
1	Red Cabbage	Do. Do.
10	Carrots	Do. Do.
1	Parsnips	Do. Do.
1	Celery	Do. Do.
1	Radishes	Do. Do.
1	Parsley	Do. Do.
3	Chicorée (endive)	Do. Do.
8	Gourds (several varieties)	Do. Do.
1	Truffles	Mr. Boudarinko, of Simpheropol.
2	Linseed and Flax	Simpheropol and Yeni Sala.
1	Hemp	Yeni Sala.
2	Cotton in Pods	Mr. Mazourevsky.
1	Cotton Wadding	M. Raievsky, Colony Parthenito.
5	Manufactured Linen Stuffs or Cloth ..	Starry Krim, and other places.
3	Manufactured Cotton Stuffs or Cloth ..	Maloshneh and Yeni Sala.
5	Do. Do. Do.	Bulgarian Colonies.
3	Manufactured Lace (cotton and linen) ..	Simpheropol.
1	Linseed	Maloshneh German Colonies.
1	Do.	Yeni Sala.
1	Do.	Do.
1	Do. (Srysisim Orientale)	Maloshneh.
1	Do.	Do.
2	Tobacco Seed	Simpheropol.
1	Tobacco strung on twine	Do.
1	Tobacco Oil	Maloshneh.
1	Tobacco in packets	Simpheropol and environs.
10	Do. Virghinsky, 9 roubles the pood ..	Do. Do.
	Do. Gavansky	Do. Do.
	Do. Cyrisky	Do. Do.
	Do. Krimsky, 6	Do. Do.
2	Do. cut	Do. Do.
	Do. Americansky	Do. Do.
	Do. Trebizonde	Do. Do.

Catalogue of Articles of the Raw Produce, &c.—*continued.*

Number of Specimens.	Articles.	By whom sent, and from whence.
3	Tobacco Seed	Maloshneh German Colonies.
2	Linseed Oil	Do. Do.
1	Linseed Oil-cake, for fuel and feeding cattle	Do. Do.
1	Sunflower Oil	Mr. Paleshnicoff, of Simpheropol.
3	Madder Roots	Sevastopol and Backchi Serai.
99	Collection of Wood, cut and polished, from forest trees and from cultivated trees (for timber)	Mr. Frome, Ranger of Government Forests in the Tauride.
50	Do. Do. Do. ..	Berdiansk.
28	Do. Do. Do. ..	Mr. Vebay, of Ushanlee.
46	Do. Do. Do. ..	Do. Do.
1	Wood of Poplar, in slice, 20 years' growth, 58 inches in diameter	Do. Do.
1	Do. of Fir (<i>Abies excelsa</i>), 8 years' growth	Do. Do.
1	Do. of Common Oak, 17 years' growth ..	Mr. Corneese, of Tashenaka.
1	Do. of Cork (<i>Quercus suber</i>)	Imperial Garden at Nikeeta.
1	Do. of Branches of Trees, &c.	Berdiansk Forests.
1	A Box containing Seeds of Forest Trees ..	Do.
1	Do. Do. Do.	Mr. Pierre Schroeder, of Petih.
3	Baskets, beautifully worked	German Colonies.
26	Apples, 26 varieties, as follows—	Mr. Corneese, of Tashenaka.
	1. Safran Reinette	Do. Do.
	2. Rothe Reinette	Do. Do.
	3. Champagner Reinette	Do. Do.
	4. Gold Reinette	Do. Do.
	5. English Reinette	Do. Do.
	6. Canada Reinette	Do. Do.
	7. Unknown	Do. Do.
	8. Grave Reinette	Do. Do.
	9. English Pippin	Do. Do.
	10. Zwiebel Apfel	Do. Do.
	11. Rother Borsdorfer	Do. Do.
	12. Sinope	Do. Do.
	13. Ishelebi	Do. Do.
	14. Unknown	Do. Do.
	15. Taubenapfel	Do. Do.
	16. Weilburger	Do. Do.
	17. Gulderling	Do. Do.
	18. Gewurz Apfel	Do. Do.
	19. Seidenhemdchen	Do. Do.
	20. Agath	Do. Do.
	21. Unknown	Do. Do.
	22. Streifling	Do. Do.
	23. Unknown	Do. Do.
	24. Unknown	Do. Do.
	25. Weisser Winter Calville	Do. Do.
	26. Kleiner Violet Apfel	Do. Do.
15	Do. 15 varieties	Maloshneh.
17	Do. 17 varieties	Mangoush.
4	Do. 4 varieties	Zouyeh.
2	Prunes (<i>Sorbus domestica</i>)	Mangoush.
2	Pears	Gneitaigh.
10	Pears and Apples, 10 sorts.. ..	Count Dasmaisons.
9	Pears, 9 sorts, as follows—	
	1. Beurrée d'Alexandre	Mr. Corneese, of Tashenaka.
	2. Colmar	Do. Do.
	3. Virgouleuse	Do. Do.
	4. Hermanus Birne.... ..	Do. Do.

Catalogue of Articles of the Raw Produce, &c.—*continued.*

Number of Specimens.	Articles.	By whom sent, and from whence.
9	Pears, 9 sorts— <i>continued.</i>	
	5. St. Germain	Mr. Corneese, of Tashenaka.
	6. Bon Chretien d'hiver	Do. Do.
	7. Tartarische Fursten Birne	Do. Do.
	8. Sweitzer Birne	Do. Do.
	9. Sweitzer Bergamotte	Do. Do.
	10. Bergamotte aus Prussen	Do. Do.
7	Do. 7 sorts	Maloshneh.
2	Do. 2 sorts	Mr. Rouzevich, of Theodosia.
2	Quinces, 2 sorts	Mr. Corneese, of Tashenaka.
1	Dried Apricots	Do. Do.
2	Medlars, very fine	Mr. Keppen, of Karabat.
1	Almonds	Yeni Sala.
4	Chestnuts, very large	Mehmet Ibrahimogh Derveisky.
1	Do. Do.	Mr. Raievsky, of Karasan.
2	Do. wild and also grafted	Derveisky.
4	Walnuts and Filberts	Maloshneh
1	Do. Do.	Yeni Sala.
1	Do. Do.	Derveisky.
1	Do. Do.	Sabla.
1	Do. Do.	Zouyeh.
1	Nuts of Trebizonde	Derveisky.
1	Do. Do. sweet	Sabla.
1	Pomegranates	Yougenee Barek, near Yalta.
3	Dried Apples	Mr. Vibay, of Ushanlee.
3	Dried Pears	Do. Do.
1	Dried Apricots	Do. Do.
6	Prunes, mirabelle	Do. Do.
2	Cherries, sweet and sour (Vishna)	Maloshneh.
5	Grapes, 5 varieties	Mr. Castilloff, of Mangoush.
136	Do. 136 varieties	Government School of Vines, at Magaratky, near Yalta.
1	Do. planted by the Prince Potemkin	Zouyeh.
WINES.		
51	Bottles, as follows—	
	Muscat 1838 1855 1858	Senator Gourouzouf, of Foudoulai.
	Muscat Lunel 1859 1862	Do. Do.
	Sauterne 1855 1857 1861	Do. Do.
	Reisling 1845 1861	Do. Do.
	Traminer 1858 1860	Do. Do.
	Madeira 1861	Do. Do.
	Lafitte 1855 1857 1862	Do. Do.
	Bordeaux 1862	Do. Do.
6	Mousseux	Do. Do.
2	Reisling	Do. Do.
2	Bordeaux, red 1849	Do. Do.
2	Tokay, sweet 1851	Do. Do.
2	Coulender 1863	Do. Do.
2	Muscat Lunel	Mr. Chätillouff, of Moukalatky.
2	Muscatsee	Do. Do.
2	Reisling	Do. Do.
2	Asmanskyouzer	Do. Do.
2	Aleatiko 1861	Do. Do.
17	Reisling (4) 1849	Mr. Ravliotti Yougenez Barek.
2	Do. 1851	Do. Do.
3	Do. 1852	Do. Do.
2	Do. 1853	Do. Do.

Catalogue of Articles of the Raw Produce, &c.—*continued.*

Number of Specimens.	Articles.		By whom sent, and from whence.
<i>WINES—continued.</i>			
	Bottles, as follows—		
3	Bordeaux 1859	..	Mr. Raviliotti, Yougenec Barek.
3	Do. 1850	..	Do. Do.
3	Muscat Rose 1866	..	Prince Woronzow.
3	Muscat 1858	..	Do. Do.
6	Aidanil Mousseux 1857	..	Do. Do.
6	Bordeaux, red 1856	..	Do. Do.
6	Do. 1857	..	Do. Do.
6	Do. white 1856	..	Do. Do.
6	Reisling 1857	..	Do. Do.
6	Do. 1858	..	Do. Do.
2	Sudak, white 1860	..	Countess Mardvinoff, near Sudak.
2	Do. 1861	..	Do. Do.
2	Do. red 1860	..	Do. Do.
2	Do. 1861	..	Do. Do.
2	Koz, white 1860	..	Do. Do.
6	Pineau franc 1862	..	Madame Raievsky, of Yougenec Barek.
	Santerne 1862	..	Do. Do.
	Tokay 1862	..	Do. Do.
		Rbl. Kop.	
21	Malaga 1858	1 60	Government Magaratky School, near Yalta.
	Muscat Blanc 1858	0 75	Do. Do.
	Poly Lunel 1858	0 90	Do. Do.
	Oporto Blanc 1858	0 50	Do. Do.
	Lacrima 1858	1 60	Do. Do.
	Rose d'Espagne 1858	0 60	Do. Do.
	Pedro Ximenes 1858	0 50	Do. Do.
	Madeira 1858	1 25	Do. Do.
	Pineau Blanc 1858	0 50	Do. Do.
	Reisling 1858	0 50	Do. Do.
	Blanc de Honjrie 1858	0 50	Do. Do.
	Rivesalte 1858	0 50	Do. Do.
	Port Wine 1858	0 80	Do. Do.
	Muscatambré 1858	0 70	Do. Do.
	Abillo Castillan 1858	0 50	Government School at Magaratky, near Yalta.
	Franc Pineau Bourgogne, 1859	0 65	Do. Do.
	Muscat Lunel 1859	1 60	Do. Do.
	Isabelle 1859	0 60	Do. Do.
	Orleanor 1859	0 50	Do. Do.
	Bordeaux 1859	0 60	Do. Do.
	Pineau gris 1860	2 0	Do. Do.
2	Muscat Lunel	..	Mr. Keppen, of Karabat.
1	Red wine	..	Mr. Rossighina, of Aloushta.
2	White wine	..	Do. Do.
7	Do. 1856, 1859, 1862	..	Mr. Corneese, of Tashenaka.
<i>SPIRITS.</i>			
	Bottle—		
1	Cognac 1859..	..	Prince Woronzow.
2	Sudak	..	Mr. Lansky, of Sudak.
4	Do. 1863..	..	Mr. Mazourevsky.
3	Seian 1861..	..	Madame Schleiden.
2	Brandy from grapes ..	..	Mr. Chatiloff, of Mougaratky.

Catalogue of Articles of the Raw Produce, &c.—*continued.*

Number of Specimens.	Articles.	By whom sent, and from whence.
SPIRITS OF ANY SORT.		
	Absinthe, 1863	Mr. Mazourevsky.
	Danzitsky (three kinds)	Do.
	Bottle—	
1	Kirchwasser	Mr. Bougatieref, of Simpheropol.
1	Votka, from tonic herbs	Do. Do.
1	Amer d'Ambourg	Do. Do.
1	Amer Anglaise	Do. Do.
1	Amer d'Espagne	Do. Do.
1	Parfait amour	Do. Do.
1	Creme de Rose	Do. Do.
1	Ananas	Do. Do.
1	Foirée	Do. Do.
1	Framboisee	Do. Do.
2	Wine (two qualities)	Madame Potemkin d'Artioik.
2	Do.	Mr. Achior.
6	Muscat Lunel, 1861	Orient of the Grand Duke Constantine.
1	Lafitte, 1860	Do. Do.
1	Olives	Do. Do.
1	Aleatique, 1860	Mr. Keppen, of Karabat.
2	Vinegar	Maloshneh and Zouyeh.
1	Vinaigre de Toilette	Mr. Mazourevsky.
1	Eau de Lavande	Do.
1	Eau de Melisse	Do.
1	Eau de Vervaine	Do.
1	Eau de Romarin	Do.
1	Eau de Laurier	Do.
	Pickles, sweet and sour	Simpheropol.
	Preserves of several kinds	Do.
	Syrup from grapes	Mr. Raievsky, of Karasan.
	Do. from quinces	Do. Do.
	Do. from water-melons	Mr. Boulgako.
	Do. from sorghum (sugar cane)	Mr. Paleshnicoff, of Simpheropol
	Bouza (beer) sweet and strong	Mr. Boulgako.
20	Varieties of Fruit trees—Apples, Pears, Apricots, Plums, Peaches, and Nectarines.	} Simpheropol nurserymen.
ANIMALS, AND THEIR PRODUCTS.		
8	Horses, from one to seven years	Environs of the Crimea and Simpheropol.
3	Pairs of Oxen	Mr. Cornecese, of Tachenaka.
6	Do. Swiss breed	Mr. Raievsky, Colony Partenite.
2	Cows	Do. Do.
2	Do.	Do. Do.
1	Bull, 2 years old	Do. Do.
1	Calf, 5½ months old	Do. Do.
4	Merino Sheep	Mr. Vibay, of Ushanlee.
4	Goats	Do. Do.
2	Pigs	Do. Do.
	Wool, raw and carded	Maloshneh Colonies.
12	Do. Merinos, long and fine, with photograph portraits of the rams and ewes	Mr. Kioulza, of Dniپر.
4	Goats' Wool	Mr. Vibay, of Ushanlee.
2	Horse Hair Ropes	Mr. Arinte, of Gambara.
2	Goats' Hair Ropes	Simpheropol.
2	Felt and Cloth	Widow Rumbeglio, of Kishlau.
2	Do.	Mr. Boulgako.

Catalogue of Articles of the Raw Produce, &c.—*continued*.

Number of Specimens.	Articles.	By whom sent, and from whence.
2	Cloth, woollen—English jackets and coats.	Tailor Guderlovich, of Simpheropol.
3	Sheep Skins, tanned	Backchi Serai.
30	Merino Sheep Skins, untanned	Mr. Kioulza, of Dniiper.
4	Leather, tanned, from 1 to 50 roubles	Mr. Fola, of Maloshneh.
3	Lamb Skins, Astrakan	Tarhan Khuta, of Karaga.
2	Butter	Mr. Yanzena, of Maloshneh.
4	Cheeses	Mr. Schmidt, of Steinbach.
2	Hams	Berdiansk.
2	Soap	Naifelt Colony, Goldshat.
	Do. from Soda, 4 roubles the pood	Mr. Touloukov.
3	Bees, in hive, Wax	Maloshneh.
	Do. Honey	Tarhan Khuta, of Karaga.
	Do. do. purified	Mr. Shourava, of Aknokass.
	Do. Honeycomb	Mr. Michaieloff, of Simpheropol.
	Poultry—	
	Fowls	Mr. Kouznina, of Simpheropol.
	Tame Bustards	Do. Do.
	Geese	Do. Do.
	Turkeys	Do. Do.
	Ducks	Mr. Vinsa, of Petershagen.
	Capons	Mr. Boudarinko.
4	Silk, cocoons	Mr. Vinsa, of Petershagen.
	Do.	German Colony of Maloshneh.
	Do.	Mr. Frome, of Berdiansk.
	Do.	Mr. Agafia Brilovsky, of Yalta.
6	Do. manufactured stuffs	Mr. Vinsa, of Petershagen.
	Artificial Flowers	Wife of the Soldier Yourchenko.
	Do. do. Bouquet	Mr. Achior.
	Wooden Shoes	Mr. Groten, of Yeni Sala.
3	Basket Work	Mr. Daniel Krim d'Attalich.
1	Do.	Mr. Sadman.
3	Do.	Colony Fant, Rosenthal.
	AGRICULTURAL IMPLEMENTS.	
		Rbls.
	Ploughs—	
1	Odessa	37 Count Desmaisons.
1	Gorghems Kansky	35 Do.
1	Self-acting	35 (Improved by him).
1	Dombal (French)	25 Do.
1	Baron Gouvarda	36 Do.
1	Gorigoretsky	80 Do.
1	The share to take off	50 Count Desmaisons.
1	Ransomes and Sim's (English)	75 Messrs. Yeames and Co., Taganrog.
1	American	Count Desmaisons.
1	Common German	Do.
1	Doctor Fisher's	Do.
1	Scarificators with 4 Shares (English)	38 { Messrs. Yeames and Co., Taganrog.
1	Beetroot-cutting Machine	Mr. Vibay, of Ushanlee.
1	Horse Mowing Machine (English)	75 Count Desmaisons.
1	Wood's Reaper	50 Do.
1	Winnowing Machine	75 Do.
1	Straw-cutting Machine	42 Mr. Groten, Yeni Sala.
1	Harrow Machine	Simpheropol.
1	Do. Do.	Do.

Catalogue of Articles of the Raw Produce, &c.—*continued*.

Number of Specimens.	Articles.	By whom sent, and from whence.
1	Harrow Machine	Simpheropol.
1	Potato-cutting Machine, English	Do.
1	Saw, self-acting, Russian	Do.
	Cast-Iron Wheels .. 12 to 50 roub.	Do.
1	Iron Garden Chair	Do.
1	Phaeton Carriage 425 roub.	Count Desmaisons.
1	Do. Telegraph of Odessa 350 „	Messrs. Frederic and Co., Odessa.
1	Do. Britchka	Simpheropol.
1	Cart, "Fourgon"	Do.
1	Pump	Do.
1	Press	Mr. Vibay, of Ushanlee.
1	Churn	Mr. Gerghart Val, Kerasan.
1	Roller for Land	Simpheropol.
	Frames	Do.
MODELS.		
1	Machine for Killing Locusts	Mr. Groten, of Yeni Sala.
1	Do. Do.	Do. Do.
2	Gate and Stile which open by a weight ..	Do. Do.
4	Harrows	Contributed by different persons of Simpheropol.
3	Scarificators with 5 blades	Do. Do.
1	Cart and Wheels	Do. Do.
	Of different Iron Wheels	Do. Do.
	Churns	Do. Do.
	Sickles	Do. Do.

ANNEX No. 2.

Collection of woods and forest trees, some highly polished, suitable for furniture, exhibited by Messrs. Frome and Wiebe :—

[NOTE.—"C." indicates Cultivated; "W." indicates Wild.]

C. <i>Acacia julibrissin</i> .	W. <i>Berberis vulgaris</i> .
W. <i>Acer pseudoplatanus</i> .	C. " <i>de albata</i> .
W. " <i>campestris</i> .	C. <i>Bignonia catalpa</i> .
W. " <i>platanoides</i> .	C. <i>Broussonethia papyrifera</i> .
C. " <i>tataricum</i> .	W. <i>Carpinus betulus</i> .
W. " <i>opulifolium</i> .	W. " <i>orientalis</i> .
C. <i>Ailanthus glandulosa</i> .	C. <i>Cercis silignastrum</i> .
W. <i>Alnus glutinosa</i> .	W. <i>Caragana arborescens</i> .
W. <i>Amelanchier vulgaris</i> .	W. <i>Celtis glabrata</i> .
C. <i>Amygdalis communis</i> .	W. <i>Cistus creticus</i> .
W. " <i>nana</i> .	W. <i>Clematis vitalba</i> .
W. " <i>floripleno</i> .	W. <i>Colutea arborescens</i> .
W. <i>Arbutus andrachne</i> .	W. <i>Cornus mascula</i> .
C. " <i>uneda</i> .	W. " <i>sanguinea</i> .
C. <i>Armeniaca vulgaris</i> .	W. <i>Cotoneaster vulgaris</i> .
W. <i>Betula alba</i> .	W. <i>Cratægus melanocarpa</i> .
C. <i>Benthamia fragifera</i> or (<i>cornus capitata</i>).	W. " <i>oxyacantha</i> .
	W. " <i>orientalis</i> .

- | | |
|---|-----------------------------------|
| W. <i>Cratægus pyracantha.</i> | W. <i>Pyrus elæagnifolia.</i> |
| W. <i>Corylus avellana.</i> | W. " <i>torminalis.</i> |
| C. <i>Cupressus fastigiata pyramidalis.</i> | W. <i>Pistacia mutica.</i> |
| C. " <i>horizontalis.</i> | C. <i>Platanus occidentalis.</i> |
| C. <i>Cydonia vulgaris.</i> | C. <i>Prunus domestica.</i> |
| C. <i>Cytisus laburnam.</i> | C. " <i>cerasus.</i> |
| C. <i>Diospyros lotus.</i> | W. " <i>avium.</i> |
| C. <i>Elæagnus angustifolia.</i> | C. " <i>lusitanica.</i> |
| W. <i>Evonymus Europæus.</i> | W. " <i>spinosus.</i> |
| W. " <i>latifolius.</i> | C. <i>Punica granatum.</i> |
| W. " <i>verrucosus.</i> | C. <i>Pawlownia imperialis.</i> |
| W. <i>Æsculus hypocastanum.</i> | W. <i>Populus alba.</i> |
| W. <i>Fagus sylvatica.</i> | W. " <i>nigra.</i> |
| W. <i>Ficus carica.</i> | W. " <i>tremula.</i> |
| W. <i>Fraxinus excelsior.</i> | C. " <i>dilatata.</i> |
| W. " <i>oxyphylla.</i> | W. <i>Ptelea trifoliata.</i> |
| C. <i>Gleditschia triacanthos.</i> | W. <i>Quercus pubescens.</i> |
| C. <i>Glycene chinensis.</i> | W. " <i>pedunculata.</i> |
| C. <i>Genista scoparia.</i> | C. <i>Robinia pseudoacacia.</i> |
| W. <i>Hedera helix.</i> | C. " <i>caragana.</i> |
| C. <i>Hippophœ rhamnoides.</i> | C. <i>Rhamnus alaternus.</i> |
| C. <i>Habrothamnus aureus.</i> | W. " <i>cathortica.</i> |
| W. <i>Jasminum fruticans.</i> | W. " <i>trangula.</i> |
| C. <i>Juglans regia.</i> | W. <i>Rhus cotinus.</i> |
| C. <i>Juniperus communis.</i> | W. " <i>coriaria.</i> |
| W. " <i>depressa.</i> | C. " <i>thyphina.</i> |
| W. " <i>excelsa.</i> | C. <i>Rosmarinus officinalis.</i> |
| W. " <i>marshalliana (oxy-</i> | W. <i>Rosa canina.</i> |
| <i>cedrus).</i> | C. <i>Salix Babylonica.</i> |
| W. " <i>nana.</i> | C. " <i>vitellina.</i> |
| W. " <i>sabina.</i> | W. " <i>acutifolia.</i> |
| C. " <i>virginiana.</i> | W. <i>Sambucus nigra.</i> |
| C. <i>Koebreuteria paniculata.</i> | C. " <i>racemosa.</i> |
| C. <i>Lagerstroemia indica.</i> | W. <i>Sorbus domestica.</i> |
| W. <i>Laurus nobilis.</i> | W. " <i>aucuparia.</i> |
| C. <i>Ligustrum lucidum.</i> | C. <i>Sophora japonica.</i> |
| W. " <i>vulgare.</i> | W. <i>Spiraea filipendula.</i> |
| C. <i>Lonicera tatarica.</i> | C. <i>Sterculia platanifolia.</i> |
| C. " <i>caprifolium.</i> | W. <i>Taxus baccata.</i> |
| C. <i>Melia oxederach.</i> | C. <i>Tamarix gallica.</i> |
| W. <i>Mespilus germanica.</i> | W. <i>Tilia parvifolia.</i> |
| C. " <i>japonica.</i> | W. " <i>rubra.</i> |
| W. <i>Morus alba.</i> | W. " <i>Europea.</i> |
| C. " <i>nigra maxima.</i> | C. " <i>Americana alba.</i> |
| C. " <i>nigra.</i> | C. <i>Tragantha arnacantha.</i> |
| C. <i>Nerium oleander.</i> | W. <i>Ulmus suberosa.</i> |
| C. <i>Olea Europaea.</i> | W. " <i>effusa.</i> |
| W. <i>Paliurus aculatus.</i> | W. " <i>campestris.</i> |
| W. <i>Pinus taurica.</i> | W. <i>Viburnum lantana.</i> |
| W. " <i>sylvestris.</i> | W. " <i>opulous.</i> |
| C. " <i>pinæa.</i> | W. " <i>floreplena.</i> |
| W. <i>Pyrus aria.</i> | W. " <i>tinus.</i> |
| W. " <i>malus.</i> | C. <i>Vitex agnus castus.</i> |
| W. " <i>cydonia.</i> | C. <i>Vitis vinifera.</i> |
| W. " <i>communis.</i> | |

TURKEY.

ADRIANOPLE.

Report by Mr. Vice-Consul Blunt on the Grain Trade of the Vilayet of Adrianople during the Year 1866.

THE year just ended has been marked by great activity in the grain trade of the Vilayet of Adrianople; speculations have been on a far more extensive scale than in 1865; and, on the whole, have proved very satisfactory to those engaged in them.

The "ashars," or tithes of the Vilayet, were farmed out by the Government for the sum of 430,000*l.* sterling, as follows:—

				£
Province of Adrianople for	..	..	..	100,000
" Slimnia for	..	..	..	80,000
" Philippopolis for	..	..	..	164,000
" Gallipoli for	..	..	..	46,000
" Rodosto for	..	..	..	40,000
Total	..	..	..	430,000

The farmers of these tithes, in consequence of the subsequent rise in the prices of cereals in foreign markets, secured 15 and 20 per cent. profit, and in some cases even more.

It should be stated that the collection of these tithes was, on the whole, very fairly made; and that, in consequence of the measures adopted by the provincial authorities, the peasants were not subjected to the abuses and losses they used to suffer at the hands of the tithe-gatherers.

The following is a description of the different varieties of grain and seed produced in the Vilayet of Adrianople:—

GRAIN.

Wheat.—Two varieties of this comestible, hard and soft, are extensively cultivated in the Vilayet. Soft wheat weighs 20 to 20½ okes per Constantinople killo. It is more esteemed in the French markets than the hard wheat. The latter weighs 22 to 22½ okes per killo, and commands a good price in English markets. The best qualities of both are produced in the districts of Tchirpan, Eski-Zagra, Hasskioi, and Philippopolis.

Barley.—The Adrianople barley weighs 16 to 16½ okes per killo. The best quality is produced in Hasskioi and Philippopolis, most of which is exported to the United Kingdom.

Indian Corn.—This grain is very extensively cultivated in most of the districts of the Vilayet, both for home and foreign use. It is equal in quality to the Danube corn, and weighs 19 to 20 okes per killo. The Hasskioi and Adrianople Indian corn is considered superior to the corn produced in the other districts, and is readily disposed of to purchasers for British markets. Very little is sent to France.

Oats.—The white oats are cultivated in this Vilayet. They weigh 12 to 13 okes per killo. The best quality is produced in Hasskioi, and generally bought for English markets.

Rye.—This grain weighs 19 to 19½ okes per killo. It is grown in most of the districts, as it is much used for food by the peasants. Hasskioi and Philippopolis produce the best rye for exportation.

SEED.

Canary.—The cultivation of this seed is annually extending in this Vilayet. The best quality is produced in the province of Rodosto. It weighs 20 okes per killo; its colour is very bright, and is considered superior to the Dutch seed. Most of the crop is bought up for English markets.

Linseed.—The districts of Keshan, Ouzounkiupri, and Eski-Zagra produce a very superior quality of this seed. Half of the crop is consumed in the country; the remainder is exported to France and the United Kingdom. It weighs 19½ to 20 okes per killo.

Sesame.—The Adrianople sesame is much esteemed in the French markets, where most of the crop is exported. Some of it is clumsily manufactured by the natives into oil and cake; the latter for use among cattle. The best sesame is produced in the districts of Dimotica, Ouzounkuipri, Keshan, and Adrianople.

Annis.—The cultivation of this seed, till within the last few years, was very limited. It is now being extended, especially in the district of Hasskioi, which produces a very fine quality, much esteemed in the French markets. A good deal of this seed is used by the natives in the manufacture of raki.

Rice is very successfully cultivated in the districts of Philippopolis and Tartar-Bazarjek. The rice plantations in these two districts produced in 1865, 500,000 killos, valued at 91,000*l.*; and in 1866, 609,000 killos, valued at 100,000*l.* The quality is inferior to that of Egypt. Most of the crop is consumed in Roumelia. Formerly a great deal of it was sent to Bucharest, but the Italian rice is now preferred in that country.

The crops in 1866, of most of the grain and seed above enumerated, were very abundant and successfully harvested. The quantity produced was sufficiently ample for the consumption of the country, and also for the forwarding of considerable supplies to foreign markets. Large purchases were made for the United Kingdom, France, Greece, and the Islands in the Archipelago, at very remunerative prices to the sellers.

The following is a return of the average prices, free on board at Enos, during the quarter ended on the 31st December, 1866:—

				Per Imperial Quarter.	
				Lowest.	Highest.
				<i>s.</i> <i>d.</i>	<i>s.</i> <i>d.</i>
Wheat, hard	..	..	..	31 4	35 3½
„ soft	..	..	..	30 3	33 9½
Barley	..	..	..	15 8	18 2½
Indian Corn	..	..	..	17 2	20 9½
Rye	..	..	..	17 2	20 9¼
Oats	..	..	..	17 2	20 9¼
Canary Seed	..	..	..	28 9	31 4

One-half of the export trade in grain of this Vilayet is conducted through the roadstead of Enos by the river Maritza; and one-half by Burgas (in the Black Sea), Silivri, Rodosto, Gallipoli, Gulf of Saros, and Lagos. 981 vessels, of 57,696 tons, entered Enos in 1866, discharging cargoes valued at 53,400*l.*; and 749 vessels, of 50,541 tons, cleared out, whose united cargoes are valued at about 400,000*l.* No British vessels entered Enos with cargoes. The import trade of Enos, consisting chiefly of coffee, sugar, olives, soap, oil, oranges and lemons, is carried on by Ottoman and Hellenic vessels.

The following are Returns, Nos. 1 and 2, of British and foreign vessels which cleared out of Enos with cargoes in 1866 :—

RETURN No. 1.—British Vessels.

No. of Vessels.	No. of Tons.	Nature of Cargoes.	Value of Cargoes.	Destination.
23	5,517	Grain.	£ 60,000	United Kingdom.

In 1865, 18 British vessels, of 5,960 tons, left Enos loaded with grain.

RETURN No. 2.—Foreign Vessels.

Nation.	No. of Vessels.	Tons.	Nature of Cargoes.	Value of Cargoes.	Destination.
				£	
Austria	24	6,880	Grain	68,000	{ United Kingdom and France.
France	5	901	Grain and Seed	20,000	France.
Greece	175	18,248	{ Grain, Salt, and Timber }	146,000	{ France, Egypt, and Archipelago.
Italy	9	2,265	Grain	30,000	France.
Norway & Sweden	2	618	Do.	3,100	Belgium.
Turkey	510	15,848	{ Grain, Salt, and Timber }	71,000	{ Egypt, Greece, and Archipelago.
Russia	1	264	Grain	2,150	United Kingdom.
	726	45,024	..	340,250	
British	23	5,517	..	60,000	
Total	749	50,541	..	400,250	

The average rate of freights paid in 1866, for the United Kingdom, was 6s. 6d. per Imperial quarter ; and for France 3 francs per load.

It is estimated that fully 300,000 Imperial quarters of grain and seed, the produce of this Vilayet, were exported from Enos in 1866 ; and that there are still in the Vilayet about 120,000 quarters available for exportation.

Prices of all kinds of grain at Adrianople have had a decided tendency to decline during the month about to expire, and transactions have been very slack owing to the great fall of prices in the foreign markets.

The condition of the new grain crops is most hopeful. The weather is favouring them ; and, should it continue to do so, the harvest may be more abundant than the last one, especially of wheat and barley, of which more than the average quantity has been sown. Last year the crops, in some districts of the Vilayet, were so prolific that the peasants were enabled to pay all their “bekayies” (taxes in arrear). If the coming crops also succeed, and are followed by heavy orders from foreign markets, the Government will have no difficulty to collect the taxes, and the condition of the agricultural class will very much improve.

The principal farmers in this Vilayet are becoming alive to the importance of introducing, on their estates, improved agricultural machinery and implements. Several of them have already in use English reaping and winnowing machines. Some, also, are very anxious to introduce threshing machines worked by steam-power ; and have applied to me and other parties for particulars as to cost and models of these machines.

The grain trade of this Vilayet, that part of it which is carried on by the river Maritza, is subjected to great risk and inconvenience in consequence of the obstructions which affect the navigation of this stream. The

Maritza connects the agricultural districts in the provinces of Adrianople and Philippopolis with the Sea of Enos, and is the principal channel through which the export trade of these provinces is carried on. The obstructions which affect its navigation chiefly arise from the dams which are attached to numerous mills erected all along both its banks. These dams are very carelessly made, and in some instances they stretch right across the stream, leaving an opening barely sufficient for the passage of the rafts; and as the latter are very lightly constructed, it often happens that they are driven by the force of the current against the dams, when they generally get swamped. In 1866 the grain-merchants suffered great losses. Many of their rafts loaded with cereals were swamped, and others reached Enos with their cargoes damaged.

I am assured that owing to the above impediments, as well as to the sudden frosts and inundations, a very considerable quantity of grain reaches Enos in a heated or damp condition.

The native and foreign merchants established at Philippopolis and Adrianople have more than once petitioned the Governor-General of the Vilayet, with a view to obtain the removal of the dams in question; but as yet no decisive action has been taken by his Excellency in the matter. As a duty of 45 piastres is levied on every raft loaded with grain for Enos, the merchants who pay this duty very reasonably expect that the provincial authorities should take measures to facilitate the navigation of the Maritza. Some of my colleagues have reported the subject to their chiefs at Constantinople, with a view to obtain a remedy.

The removal of the obstructions which affect the navigation of this river is a subject of great importance, and well worthy to be carefully considered by the Ottoman Government, as it involves the commercial and agricultural interests of some of the richest districts in its empire.

While the provincial authorities neglect to improve the navigation of the Maritza, I must do them the justice to say that they are endeavouring to facilitate the land communications. An engineer and a staff of "conducteurs" and "piqueurs" are attached to every province in this Vilayet to superintend the making of roads; and district regulations have been imposed for repairing and improving these roads.

A new road between Rodosto and Philippopolis, through Adrianople, is being built. It promises to be a very commodious thoroughfare; but, judging by the work that has been done on it, I am afraid it will take a long time before it is completed.

The Governor of Slimnia is building two new roads in that province: one from the town of Slimnia to this city, and the other to Burgas on the Black Sea. The road to Burgas is considered of the highest importance to the industry of the districts in the north of the Vilayet; and when it is completed it will afford an easy and short outlet to the produce of these districts, which is very considerable. (*Vide Report on Burgas of May 15, 1863.*)

A new military road is being traced out between Slimnia, across the Balkans, to Shumla.

But in order to assist and develop the industrial resources of this Vilayet, the creation of an iron thoroughfare is absolutely necessary—not an expensive railroad, but a cheap one built in a short period, and the cost of which will not go beyond what is warranted by the prospect of traffic.

English Equivalents of Weights and Measures.— $2\frac{3}{4}$ lbs. equal to 1 oke; 1 Imperial quarter equal to 8 killos (conople).

Exchange.—1l. equal to 112 piastres.

Adrianople, March 27, 1867.

RHODES.

Report by Mr. Vice-Consul Alfred Biliotti on the Trade and Commerce of Rhodes, for the year 1866.

SHIPPING AND NAVIGATION.

British.—THE number of British vessels which called at Rhodes in 1866, is the same as that of the preceding year. However, their tonnage, crew, and value of importation, are inferior; but exportation in valonia, which has been in great demand in Great Britain, has been more important.

I show, in the following return, the movement of British shipping at Rhodes, during the last five years:—

				Vessels.	Tonnage.	Crews.	Imports.	Exports.
							£	£
1862	..	..	..	4	1,082	40	1,850	2,500
1863	..	..	..	6	1,364	58	2,500	3,500
1864	..	..	..	14	3,630	149	2,400	1,250
1865	..	..	..	6	1,724	71	3,600	1,500
1866	..	..	..	6	1,465	58	2,780	5,500

Foreign.—The tonnage of foreign shipping is not in proportion with the amount of imports and exports, but it must be borne in mind that, although many vessels call here for provisions, &c., few of them perform commercial operations.

The state of foreign shipping in general is shown in the following comparative return for the last five years:—

				Vessels.	Tonnage.	Crews.	Imports.	Exports.
							£	£
1862	..	..	..	396	137,969	11,335	132,979	60,833
1863	..	..	..	509	145,760	12,866	149,500	70,500
1864	..	..	..	433	153,272	12,371	137,000	174,500
1865	..	..	..	718	214,615	13,603	158,857	174,645
1866	..	..	..	746	263,548	16,357	129,528	121,800

I make an abstract from the above return of the steam navigation of the different companies, whose steamers call at Rhodes, adding to the value of imports and exports, that of species imported and exported by them respectively.

As shown in the following return, most of the trade of this island is carried on by steamers:—

	Steamers.	Tonnage.	Imports.	Exports.
			£	£
Austrian Lloyd's Steamers—				
1862.. .. .	48	25,997	81,688	33,620
1863.. .. .	58	26,414	100,000	24,490
1864.. .. .	53	28,076	54,338	33,152
1865.. .. .	52	30,487	60,400	48,584
1866.. .. .	51	39,716	61,415	37,425
French Messageries Imperiales—				
1862.. .. .	52	47,780	40,700	26,000
1863.. .. .	52	47,630	68,140	22,820
1864.. .. .	54	58,050	38,850	22,600
1865.. .. .	62	77,090	45,940	25,480
1866.. .. .	67	81,916	65,000	41,500
Russian Steamers—				
1862.. .. .	49	36,500	12,500	5,300
1863.. .. .	45	39,400	12,000	15,000
1864.. .. .	50	41,390	15,000	17,000
1865.. .. .	43	40,990	18,000	17,500
1866.. .. .	42	40,850	21,000	14,000
Ottoman Steamers—				
1862.. .. .	17	8,760	800	500
1863.. .. .	19	9,500	2,000	600
1864.. .. .	15	8,000	1,500	500
1865.. .. .	11	6,500	1,000	400
1866.. .. .	3	1,900	300	100
Egyptian Steamers—				
1866.. .. .	34	25,200	4,000	3,000

Although the steamers of the three first companies perform regular trips, still, during bad weather, French steamers sometimes pass without communicating with this island, and Russian often do so. Austrian steamers alone never pass Rhodes without calling; they wait at Port Cavaliero, on the main-land, until they can touch here. The consequence is, that although of smaller tonnage, they obtain more freights. The Ottoman steamers are so irregular that nothing can be said of them. The Egyptian had performed regular voyages during a few months, and had the advantage over the other companies, owing to their reduced fares, but they all at once ceased their voyages. The project of Italian steamers running on this line has not yet been put into execution.

Coasting.—All the trade of Rhodes, with the intermediate places where steamers do not call, is carried on by coasting shipping, the movement of which, during the last five years, is shown in the following return :—

	Vessels.	Tonnage.	Crews.
1862	2,162	33,208	9,149
1863	2,106	18,465	8,864
1864	2,155	14,534	8,624
1865	2,075	12,930	7,350
1866	2,180	15,354	7,375

The following return shows the number of sponge fishing-boats which came to Rhodes during the last five years :—

				Vessels.	Tonnage.	Crews.
1862	..	..	..	69	380	490
1863	..	..	..	103	795	750
1864	..	..	..	90	550	630
1865	..	..	..	142	910	974
1866	..	..	..	100	515	685

Upwards of 60 boats fished this year for sponge on the coasts of Rhodes, among which two with diving apparatus, a new mode of fishing lately introduced in these parts.

Ports.—The filthy state of the ports of Rhodes is one of the great drawbacks for the welfare of the island. The roadstead presents a commodious anchorage, during summer, but in winter vessels of a large tonnage cannot find a secure sheltering. The Liman, or outer harbour, is very dangerous with winds blowing from north to south east, and several vessels have been wrecked during gales from those quarters. The Dersanah (Arsenal) is a very safe harbour, but the entrance is so narrow and so shallow (ten feet), that large vessels, and even small ones, cannot think of entering it during stormy weather. And still these two ports might be easily repaired; a third one, now full of sand, situated west of the Molino Point (and mentioned in my report of 1863) cleaned out, and dry docks established with comparatively small expense. With these alterations, and its geographical position, Rhodes would soon become one of the most important maritime place in the Mediterranean. Unfortunately, although His Imperial Majesty the Sultan has granted, after the earthquake in 1863, that the two existing ports should be cleaned and repaired, and although a dredging machine has been ordered, since 1864, to proceed here for the purpose, still this machine has not yet arrived, and no other measures have been adopted to carry out the beneficial intentions of His Imperial Majesty the Sultan. On the contrary, government coal store-houses are being built along the sea-shore, and must be an incumbrance when the port is cleaned.

Lighthouses, Lights, &c.—The lights erected at Rhodes in 1863, continue to work with great regularity. It would appear that the direction of lighthouses in Turkey intended to establish lights in the small islands of the Archipelago, but the natives having expressed their intention to prevent this innovation, which to them would have been a source of heavy expense, the scheme was given up. Lights being at work in the immediate vicinity of Calymnos (at Catolymno, Cos and Hussein Point), an agent had been appointed in that island to levy dues, but the Calymniotes so energetically refused to pay, that, to prevent complications, the post was suppressed.

Shipbuilding.—This branch of industry is so important for Rhodes and the Isles of the Sporades, that I shall dwell on the subject.

Formerly, although shipbuilding was subject to certain restrictions, the facilities granted were such, that it was a source of wealth for the natives of the Ottoman Archipelago. Many vessels were put yearly on the stocks at Rhodes and in the other islands; but in 1859 shipbuilding was entirely prohibited, except for crafts of very small tonnage. However, after the earthquake of 1863, His Imperial Majesty the Sultan, wishing to mitigate the disasters which had befallen on Rhodes, granted permission of shipbuilding, but it is subject to certain rules which nearly amount to a total prohibition. The object of the Porte in establishing these rules, is very likely to prevent Hellenic vessels being built with timber belonging to the imperial forests, and increasing the Greek mercantile marine. But this object is far from being attained, as timber is

smuggled out from Anatolia, and carried to Syra, where Hellenic vessels are built. The only result of the measure in question is, that instead of Ottoman, Greek subjects make profits with produce of the soil of Turkey. This state of things is the more to be deplored, that several of the islands of the Sporades are barren rocks, and that shipbuilding is one of their indispensable resources. Most of the shipwrights, carpenters, &c., have therefore emigrated to Greece, while many islanders are obliged to have their vessels built there. However, all of them cannot carry out their intentions from want of pecuniary means. In Greece they are obliged to pay for everything, while in their own islands they can, by obtaining at credit many of the articles required, and by means of other facilities, build large vessels with comparatively small capitals. In conclusion, the measures adopted by the Porte, instead of promoting the welfare of the islands in the Ottoman Archipelago, prevent the development of the national industry of their inhabitants, without the Government deriving any benefit from the actual state of things.

TRADE AND COMMERCE.

In consequence of the financial crisis in Europe, commercial transactions in general have been very restricted at Rhodes during the year 1866.

Exports.—Articles, the produce of Rhodes and the surrounding places, have been exported in general in smaller quantities, and only towards the end of the year.

The total amount of all articles sent to each country during the last five years, is shown in the following return :—

Countries.	1862.	1863.	1864.	1865.	1866.
	£	£	£	£	£
Great Britain	42,088	28,750	38,600	47,636	38,727
France	36,375	26,417	29,840	54,636	38,863
Greece	9,750	317	280	400	364
Austria	7,583	34,250	28,259	22,636	31,955
Egypt	3,250	2,750	3,400	419	4,664
Turkey	47,708	57,416	65,860	44,418	59,009
Italy	..	8,500	8,170	..	12,000
Russia	584	..	100	..	..
Total	138,333	158,400	174,500	174,645	185,582

I subjoin the average market prices of the exports during the year 1866:—

Articles.	Foreign Weights and Measures.	English Weights and Measures.	Currency.	Sterling.
			Piastres.	£ s. d.
Apricots (dried)	oke.	2 $\frac{3}{4}$ lbs.	4	0 0 8
Figs	cantar.	cwt.	88	0 14 8
Fresh fruits and vegetables ..	oke.	2 $\frac{3}{4}$ lbs.	1 to 1 $\frac{1}{2}$	2d. to 3d.
Hides	..	..	8 to 40	1s. 4d. to 6s. 8d.
Honey	..	..	5	0 0 10
Onions	cantar.	cwt.	16	0 2 8
Oranges and lemons	1,000	1,000	80	0 13 4
Sesame seed	killo.	bushel.	46	0 7 8
Silk, raw	oke.	2 $\frac{3}{4}$ lbs.	300	2 10 0
„ thrown	..	..	400	3 6 8
Spirits	..	..	5	0 0 10
Storan Oil	..	..	5	0 0 10
Valonia	cantar.	cwt.	70	0 11 8
Wax	oke.	2 $\frac{3}{4}$ lbs.	22	0 3 8
Wine	..	..	3	0 0 6
Wool	..	..	5	0 0 10

Storax Oil.—The exportation of this article, which is the produce of Anatolia, is on the increase; it was hitherto sent only to Trieste and Alexandria, but several barrels have been forwarded, for the first time in 1866, to Marseilles.

Sponges in general have been sold at the same prices as in the year 1865, as will be observed by the following Table, showing the average prices paid in 1866 for the different qualities:—

Countries.	Average Prices per Oke.								
	Fine.			Common.			Coarse.		
	Piastres.	£	s. d.	Piastres.	£	s. d.	Piastres.	£	s. d.
Bengazy	250	2	1 8	140	1	3 4	60	0	10 0
Mandruha	500	4	3 4	150	1	5 0	80	0	13 4
Syria	300	2	10 0	100	0	16 8	40	0	6 8
Caramania	300	2	10 0	85	0	14 2	30	0	5 0
Cyprus	..	..	..	..	..	..	..	..	..
Crete	300	2	10 0	105	0	17 6	..	..	..
Rhodes	330	2	15 0	60	0	10 0	30	0	5 0
Ottoman Islands ..	330	2	15 0	60	0	10 0	30	0	5 0
Greece	..	..	..	..	..	..	..	..	..

Mandruha sponges are the only ones which fetched higher prices than in the preceding year.

All the sponges of the fishery of 1866 are already sold, with the exception of those of the inhabitants of Halki, who ask higher prices than the others for their merchandise. This is owing to their requiring a yearly sum of about 10,000*l.* for their maintenance, which they can only derive from sponges. As this year they have not been able to complete their fishing-season, in consequence of the insurrection at Crete, where they always fish, they are under the necessity of asking higher prices, in the hope of attaining thereby, with smaller quantities of sponge, the sums indispensable to their wants. Their hopes having been hitherto frustrated, they find themselves in rather straightened circumstances.

Diving apparatus have been introduced lately in the Ottoman Archipelago for the purpose of fishing sponges. The results obtained having been far superior to those of the usual divers, there is no doubt that this new mode of fishing will, soon or late, supersede that hitherto employed, and ameliorate, in all respects, the condition of the divers. Actually native money-lenders, whose interest it is to prevent the emancipation of their poorer countrymen, have raised a cabal in the islands of the Archipelago, in order to prevent the employment of diving apparatus, seven of which they broke to pieces. Sponge fishing being the principal occupation of the inhabitants of some of the isles of the Sporades, the Porte has sent a special commissioner to ascertain whether diving apparatus can be employed in the Archipelago without prejudice to the sponge divers, but no decision has been yet taken on the subject.

Nine diving apparatus have been fishing sponges in 1866. Although the individuals employed in them were not much experienced, and worked only a short time, still they all realised more profits than the other fishing boats, as can be observed from the following return, showing the number of boats employed in the different sponge fishing spots, and the average value of sponges derived from each of them:—

Fishing Spots.	Rhodes.		Symi.		Calymnos and Leros.		Halki.		Castel Rosso.		Stampalia and Telos.		Total.	
	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.
		Piastres.		Piastres.		Piastres.		Piastres.		Piastres.		Piastres.		Piastres.
Bengazy ..	..	..	4	100,000	..	..	..	..	..	..	..	..	4	100,000
Mandruha ..	..	..	87	2,500,000	104	2,600,000	..	..	..	..	3	75,000	194	5,175,000
Synia ..	..	..	10	200,000	..	..	..	..	..	..	..	..	10	200,000
Caramania ..	..	..	15	250,000	..	..	..	..	22	600,000	..	..	37	850,000
Cyprus (Diving Apparatus)..	..	..	3	150,000	..	..	..	..	..	..	..	..	3	150,000
Crete ..	..	..	35	700,000	28	500,000	56	1,000,000	..	..	..	..	119	2,200,000
(Diving Apparatus)	2	90,000	2	120,000	1	65,000	..	..	..	..	..	..	5	275,000
Ottomon Archipelago	..	..	55	600,000	60	700,000	..	..	..	..	19	175,000	134	1,475,000
(Diving Apparatus)	1	10,000	..	..	..	..	..	..	..	..	..	..	1	10,000
Greece ..	..	..	..	..	70	850,000	4	60,000	..	..	..	..	74	910,000
Total ..	3	100,000	211	4,620,000	263	4,715,000	60	1,060,000	22	600,000	22	250,000	581	11,845,000

Imports.—The augment which had begun to take place on certain articles of importation, has been checked by the financial crisis already mentioned, which created great distrust in commercial transactions.

The amount of articles imported from each country, during the last five years, is shown in the following return :—

Countries.	1862.	1863.	1864.	1865.	1866.
	£	£	£	£	£
Great Britain	1,850	2,833	2,400	8,724	3,955
France	6,425	13,492	15,320	18,184	18,527
Greece	1,350	3,417	680	5,760	2,427
Austria	..	..	1,350	327	227
Egypt	6,683	6,433	3,090	3,422	1,982
Turkey	116,079	122,942	110,600	118,854	98,818
Italy :	667	1,767	2,360	2,245	2,455
Russia	875	983	1,200	1,341	1,137
Totals	134,853	151,867	137,000	158,857	129,528

I subjoin the average market prices of the principal articles of importation during the year 1866 :—

Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	Sterling.
				£ s. d.
Barley	killo.	bushel.	15	0 2 6
Butter	oke.	2½ lbs.	15	0 2 6
Caps	each.	each.	15	0 2 6
Chain cables	cantar.	cwt.	200	1 13 4
Charcoal	"	"	18	0 3 0
Cheese	oke.	2¾ lbs.	9	0 1 6
Cinnamon	"	"	30	0 5 0
Cloths	pick.	¾ yard.	24 to 28	4s. to 8s.
Cloves	oke.	2¾ lbs.	20	0 3 4
Coals	ton.	ton.	300	2 10 0
Cochineal	oke.	2¾ lbs.	180	1 10 0
Coffee	"	"	12	0 2 0
Copper, manufactured	"	"	35	0 5 10
Dye wood	"	"	6	0 1 0
Firewood	cantar.	cwt.	4	0 0 8
Glass	each.	each.	1 to 6	2d. to 1s.
Grey goods	pick.	¾ yard.	1½ to 3	3d. to 6d.
Indigo	oke.	2¾ lbs.	200	1 13 4
Iron, English	cantar.	cwt.	60	0 10 0
" Swedish	"	"	100	0 16 8
Leather from France	oke.	2½ lbs.	25	0 4 2
" " Syra	"	"	20	0 3 4
" " Scio	"	"	18	0 3 0
Linen	"	"	4½	0 0 9
Madapolams	pick.	¾ yard.	2 to 4	4d. to 8d.
Muslin	piece.	piece.	25 to 30	4s. 2d. to 5s.
Paper	ream.	ream.	18 to 36	3s. to 6s.
Pepper	oke.	2½ lbs.	9	0 1 6
Pewter	"	"	40	0 6 8
Pitch	cantar.	cwt.	72	0 12 0
Planks	each.	each.	1½ to 6	3d. to 1s.
Printed calicoes	pick.	¾ yard.	2 to 4	4d. to 8d.
Pulse (beans, lentils, &c.)	oke.	2½ lbs.	2	0 0 4
Rice	"	"	3	0 0 6
Rope, tarred	"	"	8	0 1 4
" untarred	"	"	6	0 1 0
Rum	"	"	4½	0 0 9

Market Prices—*continued.*

Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	Sterling.
Sail cloth	pick.	$\frac{3}{4}$ yard.	3½ to 7	7d. to 1s. 2d.
Salt fish	oke.	2½ lbs.	4 to 10	8d. to 1s. 8d.
Small shot	"	"	6	0 1 0
Soap	"	"	6½	0 1 1
Spirits	"	"	5	0 0 10
Sugar	"	"	6	0 1 0
Sulphur	"	"	2	0 0 4
Storax oil	"	"	5	0 0 10
Tin	case.	case.	190	1 11 8
Tobacco	oke.	2½ lbs.	18 to 25	3s. to 4s. 2d.
Tumbeky	"	"	20	0 3 4
Twisted cotton	"	"	40	0 6 8
Wheat	pick.	$\frac{3}{4}$ yard.	3 to 15	6d. to 2s. 6d.
Wine	killo.	bushel.	28	0 4 8
Woollen manufactures ..	oke.	2½ lbs.	3	0 0 6

Diving Apparatus.—Ten of these apparatus have been imported in 1866 from Great Britain, and two from France, but it may be henceforth an important article of importation. It is reckoned that about 300 of them may be at work in a few years, representing an invoice value of about 50,000*l.*, besides the cost of articles connected with the apparatus, and subject to wear and tear which must be renewed almost yearly.

Domestic Trade.—The subjoined Table shows the average market prices of provisions, the produce of Rhodes, during the year 1866 :—

Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	Sterling.
Barley	killo.	bushel.	15	s. d. 2 6
Beef	oke.	2½ lbs.	4	0 8
Biscuit	cantar.	cwt.	90	15 0
Bread	oke.	2½ lbs.	1½	0 2½
Cheese	"	"	9	1 6
Ducks	each.	each.	9	1 6
Eggs	dozen.	dozen.	3	0 6
Flour	oke.	2½ lbs.	2	0 4
Fowls	each.	each.	6	1 0
Fuel { Firewood	cantar.	cwt.	4	0 8
Charcoal	oke.	2½ lbs.	0½	0 1
Geese	each.	each.	20	3 4
Honey	oke.	2½ lbs.	5½	0 11
Lard	"	"	4	0 8
Milk	"	"	2	0 4
Mutton	"	"	5½	0 11
Olive oil	"	"	7	1 2
Pork	"	"	4	0 8
Raki (spirits)	"	"	6	1 0
Turkeys	each.	each.	40	6 8
Vegetables, fresh	oke.	2½ lbs.	1	0 2
Wheat	killo.	bushel.	28	4 8
Wine	oke.	2½ lbs.	3	0 6
Dried fruit	"	"	3	0 6
Fresh fruit	"	"	1½	0 3
Fresh fish	"	"	5½	0 11

Operation of Tariffs, &c—Tobacco, the produce of Rhodes, instead of 6 piastres, is subject, since a few years, to a tax of 12 piastres per oke. If the levying of it were efficiently carried out, not a single oke of tobacco could be produced in this island. In fact, the grower, even after he has paid the tax in question, cannot obtain more than 10 piastres per oke for his tobacco; it is obvious, therefore, that he is obliged to evade, by all means, the payment of this tax. In consequence of the actual regulation, peasants at Rhodes must either give up planting tobacco, or continue defrauding government of their revenues; and, in all cases, instead of making more profits by heavier taxation, government, I am told, receive no more now than when only 6 piastres were paid per oke.

This is a momentous question for the agricultural population of this island, tobacco being one of the few articles of produce of some importance grown on this island.

AGRICULTURE.

Although crops have been abundant in some parts of the island, still several villages have again much suffered from scarcity in agricultural produce. This circumstance, combined with the failure of crops in 1865, and the levying of new taxes on loans, has reduced some of the villages of the island to utter misery. Many peasants are deprived of the means, not only of procuring sufficient wheat and barley for sowing, but can hardly obtain any for food.

The agricultural produce of Rhodes, for the year 1866, is given in the following table:—

Article.	Foreign Weights and Measures.	Quantities.	English Weights and Measures.	Quantities.
Barley	killos.	30,000	bushels.	30,000
Caroubs	cantars..	600	cwts.	600
Cheese	okes.	40,000	lbs.	110,000
Cocoons	"	1,000	"	2,750
Cotton	"	100,000	"	275,000
Dried vegetables and vetches ..	killos.	20,000	bushels.	20,000
Dried fruit	okes.	200,000	lbs.	530,000
Fresh fruit	"	200,000	"	550,000
Fresh vegetables	"	500,000	"	1,375,000
Galls	"	150	"	412
Honey	"	50,000	"	137,500
Onions	cantars.	30,000	cwts.	30,000
Olive oil	okes.	500,000	lbs.	1,375,000
Oranges and lemons	pieces.	1,000,000	pieces.	1,000,000
Spirits	okes.	100,000	lbs.	275,000
Sesame seed	killos.	1,000	bushels.	1,000
Tobacco	okes.	100,000	lbs.	275,000
Valonia	cantars.	1,000	cwts.	1,000
Wax.. .. .	okes.	5,000	lbs.	14,250
Wheat	killos.	300,000	bushels.	300,000
Wine	okes.	200,000	lbs.	550,000
Wool	"	3,000	"	8,250

Corn.—The harvest has been abundant on the north-west coast of the island, but rather scarce everywhere else. Wheat and barley were sold at about 20 per cent. more than in usual times.

Olive Trees have given an exceptionally abundant yield. However, in some villages in the interior of the island, they have produced nothing. The price of olive oil has fallen to the usual prices.

Cotton.—The harvest in this produce has been satisfactory, but the

peasants find no purchasers. This circumstance is far from encouraging them to increase their plantations, which is the more to be regretted that this produce is of the best quality, and might be a source of wealth for the island if carried on on a large scale.

Cattle.—Epizooty, which had been raging everywhere, had hitherto spared the cattle of every description at Rhodes. Lately, however, this plague has made its appearance,

Forests.—The forests of this island being wantonly set fire to, the Government has issued severe orders for the punishment of peasants burning them, and although six and nine months hard labour have been inflicted on culprits, and their families were starving during their term of imprisonment, still I am under the impression that as long as peasants will derive no profits from forests, they will continue to be destroyed. Actually, peasants consider woods as merely obstructing the land which they might otherwise use for agricultural purposes, they therefore burn, or allow them to do so, when they are accidentally set on fire. But if they were permitted to cut timber, peasants would be the first to take care to avoid accidents, and, although most of the forests have been already destroyed, what remain still might, if properly felled, be a source of revenue for the Government, and of remunerative employment for the peasants. The grant of this permission would not only be advantageous to all parties, but in strict justice is due to peasants. In fact, much of the land occupied by woods has been a few years ago sold by the Government to the peasants, who, of course, expect to get something for their money. But, as it is, they get neither arable land, as they are forbidden from clearing the ground; nor timber, as they cannot cut down the trees which grow on it,

INDUSTRIES

The employment of the diving apparatus in the islands of the Ottoman Archipelago, besides being in all respects more advantageous for the sponge fishery, would have created a new industry, that of fishing coral, which grows on some of these coasts, and is not collected now, while wrecked property, sometimes very valuable, might have been discovered, as dressed divers can explore minutely the depth of the sea, which they cannot do with the mode of diving hitherto practiced by them.

GENERAL REMARKS.

Rhodes has been the seat of a Governor-General (Muchir), then of a simple Governor (Mutessarif), and is, since 1863, that of a Caimakam, the Provincial-Governor having been transferred to Mytilene. This change is to be regretted on all accounts. The Government has lost the prestige which was exercised over the small islands in consequence of the immediate vicinity, at Rhodes, of the Governor of the province. Since that time the anarchy, which has always existed in the Sporades, has begun increasing, and has now reached unbounded limits. The island of Rhodes, on the other hand, has been deprived of such profits as are always derived by places which are the residence of central administration.

In consequence of the exceptional administrative regulations of the small islands in the Ottoman Archipelago, Rhodes cannot rise from the miserable condition in which it is now reduced, unless these regulations are modified, or special boons granted to this island. The isles in question are exempt from the usual custom-house duties, instead of which a fee of one or two per cent. only is levied for the benefit of their respective communities. Their inhabitants are therefore obliged, in getting articles of importation from, and sending their sponges to Rhodes, to pay, besides,

the regular custom-house duties here, while at Syra, which is a free port, they do not pay any.

The consequence is that almost all the trade of these islands is carried on with the last-mentioned place instead of with Rhodes, which is the nearest and most natural place of resort. To enable, therefore, Rhodes to compete with Syra, the former island ought to be placed on the same footing by making also a free port of it. In this case Rhodes, owing to its proximity with Anatolia, would soon become a place of much higher commercial importance than Syra.

Rhodes, February, 1867.

UNITED STATES.

BALTIMORE.

Report by Mr. Consul Rainalds on the Navigation, Trade, and Manufactures of Baltimore, State of Maryland, for the Year 1866.

THE year 1866 following so closely upon a period of war, sufficient time had scarcely elapsed, even under ordinary circumstances, entirely to restore that steady feeling of confidence among commercial men and capitalists which is so essential in all transactions of trade; and it is, therefore, not surprising if, under rather exceptional circumstances, Maryland has not yet been able fully to develop her resources, or Baltimore to regain the important commercial position which it held prior to the war. Nevertheless, its trade for 1866 has been considerably larger than in the preceding year.

From information gathered from intelligent merchants on the spot, and from observations of my own during a short residence here, I am of opinion that Baltimore may, comparatively speaking, be considered to have made as great commercial progress as any city in the Union; but fear of the consequences of the law recently enacted by Congress relative to the military government of the Southern States—whose interests are closely allied to those of Maryland—and the uncertainty on the subject of Congressional action with regard to the tariff and other commercial interests, give rise to great anxiety. If the details of this military law should be fully carried out, and if higher duties on imports and exports should be imposed by next Congress, every mercantile and commercial pursuit must, for some time at least, be prostrated, and capitalists be restrained from investments, except in home manufactures (situated principally in the Northern States), whose owners will be largely benefited at the expense of general commerce and to the detriment of the interest of the population at large. The means to secure the extension of all branches of trade are, however, at hand here, and, with a more settled state of affairs, Baltimore cannot fail to command the special attention of capitalists, and attain an eminence as a commercial city to which it is fully entitled. By its railroads, by frequent direct communication with the sister States and with Europe, by its close and sympathetic connection with the Southern States, by the agricultural and mineral wealth of Maryland, and, above all, by the splendid geographical position of Baltimore for all purposes of commerce and manufacture, it possesses facilities for extension of trade which no other southern city can boast of.

I trust the statistical and other information I have collected, and

which I shall submit in this Report, will, to some extent, make this apparent

Shipping and Navigation.—The following Tables will show the number and tonnage of British and foreign vessels that entered and cleared at Baltimore in 1866; also the comparative number of British vessels trading to this port during the five last years, and the shipping employed in the coasting trade.

Number of British vessels that entered and cleared in the years 1865 and 1866:—

Year.	ENTERED.			CLEARED.		
	Number.	Tons.	Value of Cargoes.	Number.	Tons.	Value of Cargoes.
1865	207	49,216	\$ 4,878,225	175	39,967	\$ 3,466,400
1866	188	48,425	3,945,250	194	49,784	3,402,975

Total number of British vessels that have entered and cleared at Baltimore during the last five years:—

Years.				Entered.	Cleared.
1862	..	..	..	104	97
1863	..	..	..	129	119
1864	..	..	..	148	141
1865	..	..	..	207	175
1866	..	..	..	188	194

Though the number of vessels that entered in 1866 is smaller than that of the preceding year, yet, as a whole, British shipping of Baltimore increased, the united tonnage of entry and clearance being 98,209 tons in 1866, against 89,183 tons in 1865.

Return of British and foreign shipping at the port of Baltimore in the year 1866:—

Nationality.	ENTERED.		
	With Cargoes.		
	V se	Tons.	Crews.
American	257	97,373	3,517
Argentine	1	688	17
British	188	48,425	1,611
Bremen	30	20,419	541
Dutch	1	139	6
Hanoverian	4	2,038	60
Hamburgh	1	192	9
Italian	4	903	45
Norwegian	4	1,792	53
Prussian	6	4,535	102
Papal States	1	192	8
Russian	2	1,108	32
Total	499	177,804	6,001

				CLEARED.		
				With Cargoes.		
				Vessels.	Tons.	Crews.
American	193	76,221	2,869			
Argentine	1	688	17			
Austrian	1	383	15			
British	194	49,784	1,605			
Bremen	33	23,156	571			
Danish	1	170	8			
Dutch	1	145	6			
Hanoverian	6	3,216	84			
Hamburgh	2	940	23			
Italian	3	756	35			
Norwegian	3	1,306	31			
Prussian	11	8,371	191			
Papal States	2	387	23			
Russian	1	171	9			
Swedish	3	946	34			
Total	455	166,640	5,533			

Return of shipping employed in the coasting trade at the port of Baltimore in the year 1866:—

Nationality.	ENTERED.			CLEARED		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
American	2,057	1,096,350	38,307	1,989	1,089,163	37,380

The coasting trade was carried on by 128 steamers of an aggregate burthen of 32,101 tons, and by 1,165 sailing-vessels of an aggregate burthen of 28,254 tons. Only American vessels can engage in this trade.

The increase in British shipping with this port is not as satisfactory as could be wished. There can be no doubt that a strong desire exists here to favour direct trade with Great Britain. British shipowners, especially owners of screw-steamers, would, I believe, ultimately derive benefit from employing a larger number of vessels in this trade, more particularly in carrying agricultural and other emigrants, for whom there is in Maryland a wide field of operation and occupation open—a subject to which I shall later have occasion to refer.

At present these steamers, of an aggregate burthen of 4,200 tons, the property of the Baltimore and Ohio Railroad Company, are regularly employed between this port and Liverpool. At the close of last year their tonnage proved insufficient for the freight offered, and the said company employed a British steamer to carry the surplus goods from both sides of the Atlantic. The connection between these steamers and the Baltimore and Ohio Railroad is such that merchandise of all kinds is cheaply and expeditiously forwarded between England and the southern, western, and north-western States of America. Indeed, the railway offers facilities for speedy and cheap communication such as scarcely any other in the country can afford. The Baltimore and Ohio Railway Company is now, in conjunction with the North German Lloyd's, having two steamers built in England, each of a burthen of 2,500 tons, to be regularly employed between Bremen and this port,

calling at Southampton. It is a fact worthy of notice and creditable to this city, that the Liverpool line of steamers referred to is at present the only one in America, under the national flag, regularly and permanently employed in direct trade with Europe. But, independently of these steamers, there are 121 others of an aggregate burthen of 32,101 tons, employed in the coasting trade to northern and southern ports.

Ports, Harbours. &c.—Baltimore may be said to be the only port of any importance in Maryland, as Annapolis, the other worthy of the name, has no foreign and a very small domestic shipping trade. Sometimes, however, vessels, when laden up to 19 feet draught of water, proceed to Annapolis to take in the remainder of a cargo forwarded for that purpose from here.

As a guidance for ship-masters, I would call attention to the fact that the most dangerous winds on the coast of this State are those from south to north-east by the way of east, prevailing during the autumn and winter months; and the special danger to shipping bound to Baltimore is on entering the Chesapeake Bay—the shoal called the Middle Ground lying east north-east from Cape Henry, distant about five miles having, at low tide, but 9 feet of water on it. But, with proper precaution and attention to the lead, this danger is easily avoided, as the soundings in the latitude of Cape Henry extend a distance of 60 miles, say 20 fathoms, gradually shoaling towards the land. Moreover, the light on Cape Henry is of the first order, visible in clear weather from a ship's deck at a distance of 18 to 20 miles. Off this place pilot-boats are always stationed, as well as off Hampton Roads, distant from Cape Henry about 13 miles. Here, as in almost all parts of the Chesapeake, the largest ships will find safe anchorage during the heaviest gales of wind. Vessels of any draught of water can safely come within 14 miles of Baltimore, but, if drawing more than 19 feet, they should there be lightened to that draught, and then be towed by steamer to the city.

Some 12 years ago Congress and the city of Baltimore appropriated an annual payment of 90,000 dollars for the purpose of deepening the Patapsco river, with a view to facilitating the entry of large ships to the port of Baltimore. The work was commenced, and carried on until 1861, when the war interfered with all such improvements. The late Congress has, however, appropriated 75,000 dollars, and the city of Baltimore 20,000 dollars for a similar purpose, and the work will be resumed as early as possible.

The Legislature of Maryland has recently passed a bill appropriating funds for building and defraying the expenses of an ice-boat to keep the harbour open through the winter, shipping and trade having suffered much in December and January last in consequence of the stoppage of the navigation by ice.

Accommodation for Shipping.—There are at Baltimore numerous wharves capable of accommodating more than 100 large vessels and from 200 to 300 of smaller size, and ships are there as safe as in dock. The bottom of the harbour being formed of soft mud, there is no risk to vessels even if they touch the ground after the tide has receded more than usually.

Shipping registered at Baltimore.—The number of sailing-vessels belonging to this place in 1866 was 81, of a burthen of 19,061 tons, against 66, of a burthen of 17,804 tons, in 1865. In 1866, 5 steamers of a burthen of 5,461 tons were owned and registered here, against 2 of a burthen of 2,075 in 1865.

Port Charges, Pilotage, &c.—The wharfage on vessels of 300 tons or above is 1 dollar per ton, under that burthen from 75 to 50 cents per ton (receivers and shippers pay a separate wharfage on their goods). To

the United States Government, every foreign-going vessel, American or foreign, pays 30 cents per register ton as dues—a tax imposed since the war. No light dues are paid. For loading or discharging, the stevedores charge about 40 cents per ton. To ballast a ship with stones or copper dross will cost about 1 dollar 50 cents to 1 dollar 75 cents per ton. The payment of pilotage is compulsory if the vessel is spoken at the Capes. British vessels pay as American, namely, inward, when drawing less than 12 feet, 3 dollars per foot; 12 to 14 feet, 4 dollars per foot; 15 feet or over, 5 dollars per foot. Outward, the rates are for the above draughts, 2 dollars 50 cents, 3 dollars, and 4 dollars per foot. If the pilot be detained on board for ship's benefit, his extra charge is 3 dollars per day.

Lights and Lighthouses.—All those destroyed during the war have now been re-established; but no others have been added.

Shipbuilding, &c.—Baltimore has 12 ship-yards: in some of these, vessels of a burthen of 200 tons have been built in former years. When at full work, the number of shipwrights employed in each yard averages about 100. These yards, a screw-dock, and several patent slips, afford every convenience for repairing.

In 1865 only two vessels, of between 400 and 500 tons were built in Baltimore; in 1866, 15 sailing-vessels, varying in tonnage from 250 to 500 tons were built, but no steamers.

But ship-building cannot make much progress so long as labour and all materials required are as high as at present. To build a ship now and fit her for sea, exclusive of copper and provisions, would cost between 80 dollars and 90 dollars currency per ton.

Baltimore has several machine factories capable of turning out engines and boilers for large-class steamers.

Trade and Commerce.—The increase in trade at Baltimore during the past year was, in a great measure, owing to the facts that the evil effects of the late war had partly been overcome, and because communication with the south and west having been uninterrupted, the receipts of produce from those sections were greater, while, in return, they took larger supplies of imported goods from here; also because the political sympathies between a large number of the people in Maryland and of those of the south attracted a considerable trade from that quarter; a trade greatly developed by the establishment of steam communication with New Orleans *via* Havana, with Charleston, Savanna, and Wilmington, by which means large quantities of grain and other merchandise were shipped to the south, and cotton, naval stores, &c., received in return. There is good ground to believe that this trade will prove most successful, because, as the effects of the abolition of slavery are recovered from, the cost of produce (grain, tobacco, &c.) will be reduced, while, on the other hand, the demand for southern produce in this market will increase by the growing requirements of manufacturers, and through the increased traffic with Europe by direct steam communication.

Two classes of trade have been seriously affected by the war; that with the British West Indies, diverted during that period to New York, has not been recovered; and that with the continent of Europe, based mainly on the trade in tobacco grown in Maryland, has been greatly contracted in consequence of the reduction in cultivation of tobacco by the change in the labour system.

With reference to the following statistical Tables, I must call attention to the fact that the value of imports is calculated in gold, while that of exports is given in currency. In consequence of the constant fluctuations in the premium on gold, I have found it impracticable to reduce the different quotations into sterling money; but the subjoined

Table will serve as a guide to show the periodical changes in the value of gold :—

Premium on Gold.

	1866.	1865.	1864.	1863.	1862.
1st January.. ..	143	201	151	134	100
„ April	127 $\frac{3}{4}$	144	166	146	102
„ July	154	133	225	123	109
„ October.. ..	148 $\frac{7}{8}$	144	189	140	122

The following Table shows the value of imports and exports during the last five years :—

	Imports.	Exports.
	\$	\$
1862	3,466,458	10,346,164
1863	5,386,704	9,967,903
1864	6,076,299	12,362,448
1865	6,211,257	9,614,055
1866	10,000,000	11,094,693

The increase in imports took place in coffee, sugar, molasses, cotton, iron, salt, hides, guano, and cotton and linen manufactured goods ; whilst the exports of tobacco, corn, and petroleum were considerably larger than in 1865.

The following observations and explanatory tables will, to some extent, illustrate the importance of the trade of Baltimore.

Coffee.—By the central position of Baltimore, by the facilities of communication, and cheapness of transport to the south, west, and north-west, this market commands a large and growing trade in this article. The transactions in coffee have, throughout the year, been almost invariably for gold. Towards the end of 1866 the market was dull, with declining prices.

IMPORTS of Coffee at Baltimore for the past four years :—

	1866.	1865.	1864.	1863.
From—	Bags.	Bags.	Bags.	Bags.
Rio Janeiro	160,487	86,725	91,184	73,957
La Guayra and P. Cabello	2,761	..	4,504	..
Other Ports	1,477	1,540	1,232	1,642
Coastwise	16,145	12,219	700	202
Total	180,870	100,484	97,622	75,801

PRICES of Coffee, in Gold, on the 1st of each month for the past three years.

		1866.	1866.		1865.		1864.	
		Stock, bags.	Gold, per lb.		Gold, per lb.		Currency, pr. lb.	
		Number.	cts.	cts.	cts.	cts.	cts.	cts.
January ..	..	16,000	18½	to 21	18	to 20	33½	to 34½
February ..	..	15,680	19¾	21½	20½	21	33	34
March ..	..	14,060	18	21½	20½	21½	35	36
April ..	..	5,000	18	21	20½	21½	38	40
May ..	..	18,000	17	20½	21½	22½	45	47
June ..	..	17,000	17	20½	21	23	42	44
July ..	..	23,800	16	19½	22	23	44	46
August ..	..	7,500	16	19½	20½	22	50	52
September ..	..	3,000	16	20	19½	21½	48	50
October ..	..	14,000	17	19½	19	22	37	39
November ..	..	21,000	17	19½	20	22	41	43
December ..	..	10,000	17	19	18	20¾	42	44

Copper.—The Baltimore and Cuba Smelting and Mining Company remains the only one in operation. The number of hands employed as refiners, smelters, and labourers, is about 300, with wages from 1 dollar 50 cents to 4 dollars per day.

The works of this company consume yearly about 30,000 tons of Cumberland county coals. The metal finds its chief market in New York.

The annexed Table shows the price of ingot copper on the 1st of each month last year—

PRICES of Ingot Copper per lb. on the 1st of each month, 1866.

		cts.					cts.	
		cts.	cts.				cts.	cts.
January ..	..	38	to 38½	July ..	..	..	32	to 33
February ..	..	36	—	August ..	..	..	30	31
March ..	..	33½	—	September ..	..	..	32	—
April ..	..	28	28½	October ..	..	..	32	—
May ..	..	28	—	November ..	..	..	31	—
June ..	..	30½	31	December ..	..	..	30	32

Cotton.—The trade in this important article showed a steady and large increase in 1866. The receipts for the year have been thus:—From New Orleans, 852 bales; Mobile, 383; Charleston, 4,376; Savannah, 10,012; Apalachicola, 639; Virginia and North Carolina, 11,894; Mississippi and Tennessee, 2,524; other points, 3,000; making a total of 33,680 bales against 16,000 in 1865.

The number of cotton factories—nearly all situated close to Baltimore—is 21, one large mill having been erected in 1866. The articles manufactured are principally coarse goods, as canvas, &c. Last year they consumed about 23,000 bales of cotton—an increase of some 7,000 bales compared with the preceding year; but, if in full operation, more than 30,000 bales would be required. They employed some 2,000 hands, whereof 1,500 were females; the cost of labour was about 650,000 dollars, and the value of products more than 10,000,000 dollars; the result of investment of capital to the extent of about 3,000,000 dollars.

The cotton exported consisted of 7,499 bales, all direct to Liverpool.

The annexed Table shows the prices of cotton here at the periods stated:—

COMPARATIVE PRICES of Cotton per lb. on the 1st of each month during the past three years.

	1866.		1865.		1864.	
	Ordinary to Middling.		Ordinary to Middling.		Ordinary to Middling.	
	cts.	cts.	cts.	cts.	cts.	cts.
January	43	to 50	82	to 108	73	to 84
February	38	44	65	88	75	86
March	33	40	53	75	72	83
April	30	36	25	43	66	81
May	26	34	25	62	72	82
June	34	40	28	50	90	112
July	28	37	41	57	132	150
August	26	34	34	50	140	170
September	25	33	37	50	160	190
October	33	40	48	60	100	127
November	28	34	44	50	100	138
December	28	34	44	50	129	135

Fish.—This business decreased in 1866. High prices diminished consumption, and after the repeal of the Reciprocity Treaty between the British North American Provinces and the United States, the trade was materially affected by the imposition of a duty of 2 dollars per barrel on mackerel, and 1 dollar on herrings. The stock on hand at the close of the year—herrings, 9,000 barrels; mackerel, 2,000 barrels—appears to have been fully adequate to meet all demands.

Of other fish, 1,400 barrels of North Carolina shad were imported.

Prices of mackerel varied, according to quality, from 13 dollars 50 cents to 23 dollars per barrel; of herrings, from 4 dollars 50 cents to 7 dollars.

IMPORTS of Fish for 1866 and the total compared with a number of previous years.

		Mackerel.	Herrings.
		Barrels.	Barrels.
British Provinces	..	1,892	14,173
New England	..	24,093	22,634
Southern States	..	..	12,000
Total, 1866	..	25,985	48,807
„ 1865	..	42,007	51,672
„ 1864	..	31,106	26,806
„ 1863	..	27,565	18,801
„ 1862	..	40,249	35,134

Flour.—The trade in this article decreased, and was smaller than during any year since 1861. This is readily accounted for by the failure of wheat crops. Of best Maryland flour 148,000 barrels less were produced in 1866 than in the previous year, while 60,000 barrels were brought from the west and north-west in increase of the preceding year. The exports were limited, and confined to the British North American Possessions, the West Indies, and Brazil.

The following Tables will show prices, inspections, and exports:—

PRICE of Howard Street Super, Western Extra, and City Mills Shipping Extra per barrel, on the 1st of each month during the year 1866.

Date.	Howard Street Super.	North Western Extra.	City Mills Shipping Extra.
	\$ 8.50 to \$ 8.75	\$ 9.25 to \$ 9.50	\$ 11.75 to \$ 12.00
January	8.50	9.25	12.75
February	8.25	9.25	11.25
March	8.00	9.25	11.25
April	9.00	9.75	10.00
May	10.25	10.75	11.50
June	9.75	10.50	11.50
July	9.75	10.25	10.00
August	10.50	11.25	12.25
September	10.75	11.00	12.25
October	12.50	12.75	13.00
November	11.25	11.50	12.25
December			

COMPARATIVE PRICES of Howard Street Super per barrel on the 1st of each month for four years.

Date.	1866.	1865.	1864.	1863.
	\$ 8½ to \$ 8¾	\$ 11½ to \$ 11¾	\$ 7½ to \$ 7¾	\$ 8½ to \$ 8¾
January	8½	11	7	7½
February	8½	11	7	7½
March	8½	11½	7	7½
April	8½	9½	6½	7
May	9	8	7½	7
June	10½	7½	7½	6½
July	9¾	7½	9	7
August	9¾	8½	11½	6½
September	10½	8½	11½	5½
October	10¾	8¾	9	5¾
November	12½	9½	10¾	6½
December	11¼	9	11	7½

FLOUR Inspections in Baltimore for the last five years.

	1866.	1865.	1864.	1863.	1862.
	barrels.	barrels.	barrels.	barrels.	barrels.
Howard Street ..	189,871	244,246	316,429	317,229	316,396
City Mills	329,466	398,819	410,219	437,638	374,140
Ohio	328,788	262,080	240,383	278,153	212,989
Family	65,009	78,846	66,402	69,838	64,107
Total	913,134	984,021	1,033,433	1,102,858	967,632
Rye	11,199	12,255	7,140	7,400	10,531
Corn Meal	46,061	32,892	30,977	40,025	29,570

INSPECTIONS of Wheat and Rye Flour and Corn Meal for five years.

Years.	Flour.	Corn Meal.			Rye Flour.	
	barrels.	barrels.	barrels.	$\frac{1}{2}$ barrels.	barrels.	$\frac{1}{2}$ barrels.
1862	967,632	..	29,570	..	10,531	..
1863	1,102,858	..	40,025	..	7,400	..
1864	1,033,433	461	39,997	620	7,540	..
1865	984,021	..	32,802	..	12,255	..
1866	913,184	..	46,061	..	11,199	..

EXPORTS of Flour from Baltimore for the last four years.

Destination.		1866.	1865.	1864.	1863.
		barrels.	barrels.	barrels.	barrels.
Great Britain		6	3	20,509	39,809
Hanse Towns		16	18	1,242	330
Holland		33	1	2,359	3,817
France		..	..	..	..
Brazil		92,541	120,951	170,594	157,286
River la Plata		..	..	12,286	933
British North American } Colonies		16,507	17,249	14,430	33,412
Venezuela		..	..	1,369	..
West Indies.. ..		70,070	76,401	98,869	83,473
Other ports		125	851	11,424	7,331
Total		179,298	215,474	373,042	326,450

The expression "inspection" used above, has reference to a control exercised by officials appointed to examine certain articles of commerce before they are allowed to be sold.

Grain.—The total receipts in 1866 amounted to 7,245,341 bushels, an increase compared with the preceding year, of 1,190,981 bushels, and more than 2,000,000 compared with 1864. They consisted of 1,359,304 bushels of wheat (exclusive of 500,000 bushels received by millers from the west and north-west); 4,479,033 bushels of Indian corn; 1,333,510 bushels of oats, and 73,494 bushels of rye.

Wheat.—The crops in Maryland and neighbouring States during the last three years have been but partial, and the harvest of 1866 proved the smallest of these years, obliging millers to have recourse to western spring wheat. Prices, compared with 1865, ruled very high, a large portion of the crop of Maryland wheat being damaged by bad weather at harvest. Superior wheat commanded more than the usual difference over inferior and ordinary.

Indian Corn.—The crop of 1865 was the largest known for many years; that of 1866, only gathered late in the year, is generally estimated still larger, and of very fine quality. The receipts of 1866 amounted to 4,479,033 bushels, and were in excess of any previous year since 1856. There was an active foreign demand, especially for Ireland, and heavy shipments were made to southern and eastern ports of the United States.

Oats.—The supply was good, especially from the Western States, and the crop of Maryland proved a heavy one.

COMPARATIVE PRICES of Southern Wheat on the 1st of each month for the last two years.

	1866.				1865.			
	Red.		White.		Red.		White.	
	\$		\$		\$		\$	
January ..	2.20	to 2.25	2.65	to 2.75	2.70	to 2.75	2.80	to 2.90
February ..	2.05	2.25	2.25	2.80	2.60	2.70	2.70	2.80
March ..	2.10	2.30	2.25	2.90	2.00	2.68	2.70	2.85
April ..	2.10	2.45	2.70	3.15	2.10	2.15	2.20	2.40
May ..	2.50	2.75	3.00	3.30	2.20	2.35	2.30	2.60
June ..	2.90	3.10	3.00	3.30	1.90	2.05	2.00	2.30
July ..	2.75	3.00	3.00	3.25	1.50	1.65	1.70	2.05
August ..	2.80	2.90	2.90	3.00	2.00	2.35	2.00	2.60
September ..	2.75	2.85	2.75	3.15	1.55	2.35	1.95	3.00
October ..	2.90	3.05	3.10	3.25	1.80	2.50	1.95	3.00
November ..	3.20	3.40	3.40	3.50	1.80	2.60	2.00	3.10
December ..	2.75	2.90	2.80	3.10	1.75	2.45	1.90	2.80

COMPARATIVE PRICES of Corn on the 1st of each month for the past two years.

	1866.				1865.			
	White.		Yellow.		White.		Yellow.	
	\$	\$	\$	\$	\$	\$	\$	\$
January ..	88	to 90	82	to 84	1.55	to 1.63	1.60	to 1.68
February ..	90	92	75	77	1.76	1.78	1.78	1.80
March ..	69	72	71	73	1.66	1.68	1.60	1.63
April ..	72	74	70	72	1.20	—	1.23	1.25
May ..	85	86	82	83	1.15	1.18	1.17	1.20
June ..	95	96	90	91	83	85	80	85
July ..	1.20	1.23	1.02	1.04	90	94	90	98
August ..	1.05	1.10	97	98	90	93	91	95
September ..	1.03	1.05	90	92	90	92	90	93
October ..	97	98	97	98	95	96	97	1.00
November ..	1.23	1.25	1.20	1.25	83	85	80	82
December ..	90	93	90	95	90	91	90	—

COMPARATIVE PRICES of Oats and Rye on the 1st of each month for the past two years.

Months.	1866.				1865.			
	Oats, per bush. of 32 lbs.		Rye, per bush. of 56 lbs.		Oats, per bush. of 32 lbs.		Rye, per bush. of 56 lbs.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
January ..	48	to 50	85	to 90	95	to 1.00	1.73	to 1.75
February ..	48	50	86	90	97	1.00	1.80	—
March ..	48	50	85	90	92	95	1.70	1.75
April ..	48	50	65	78	70	75	1.55	1.60
May ..	53	57	80	85	77	78	1.15	—
June ..	67	68	1.00	1.10	55	56	1.10	—
July ..	67	69	1.20	1.25	70	75	85	—
August ..	53	55	95	1.00	41	46	80	90
September ..	45	48	95	98	46	48	80	—
October ..	50	53	95	1.00	45	48	80	—
November ..	62	65	1.35	1.40	48	50	94	95
December ..	52	57	1.15	1.20	50	51	90	93

RECEIPTS of Grain for the year 1866.

	Wheat.	Indian Corn.	Oats.	Rye.
	Bushels.	Bushels.	Bushels.	Bushels.
January	56,829	300,396	69,107	2,200
February	65,864	413,737	60,181	2,213
March	58,915	389,182	64,241	3,577
April	112,599	367,145	69,880	1,055
May	93,632	511,279	59,538	1,744
June	16,784	288,919	82,476	2,273
July	120,651	195,923	66,585	2,780
August	243,605	210,940	167,520	14,545
September	177,828	157,581	150,039	16,873
October	133,625	115,712	183,874	4,683
November	114,884	411,220	175,401	10,170
December	40,789	709,765	63,440	4,700
	1,236,004	4,071,849	1,212,282	66,813
Ten per cent. for receipts not recorded }	123,600	407,184	121,228	6,681
Total 1866	1,359,604	4,479,033	1,333,510	73,494
" 1865	1,887,570	2,936,246	1,250,604	75,240
" 1864	1,960,092	2,286,003	946,710	55,518
" 1863	2,329,058	2,201,983	1,603,212	45,361
" 1862	2,268,312	3,220,189	1,274,729	66,964

STATEMENT showing Receipts and Distribution of Wheat and Corn for the year 1866.

Wheat.

Receipts	Bushels.
Estimated Receipts from the West and North-West, direct to millers	1,359,604
	500,000

Total supply for 1866 1,859,604

which was disposed of as follows:

Taken by the city and neighbouring millers ..	1,644,504
Shipped to eastern ports	85,000
Stock in hands of millers	130,100
	1,859,604

Corn.

Receipts	4,479,033
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which was disposed of as follows:—

Exported foreign	830,000
On ship-board not cleared	100,000
Ground by millers	225,000
Taken by distillers	150,000
Shipped coastwise	1,800,000
Local consumption and stock on hand	1,374,033
	4,479,033

COMPARATIVE RECEIPTS of Grain, &c., for four years.

	1866.	1865.	1864.	1863.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	1,359,604	1,887,570	1,960,092	2,329,058
Corn	4,479,033	2,936,246	2,286,003	2,201,983
Oats	1,333,510	1,250,604	946,710	1,603,212
Rye	73,494	75,240	55,518	45,361
Peas	15,000	12,000	14,000	12,500
Beans	40,000	50,000	60,000	30,000
Total	7,300,641	6,209,660	5,320,323	6,222,114

Guano.—A heavy increase in imports of this article took place, and it appears probable that still larger quantities will in future be required here. Eleven cargoes arrived from the Chincha Islands with upwards of 13,000 tons, and 20 cargoes from Navassa with 7,000 tons. The Peruvian guano sold at 60 dollars (gold) per ton, and was chiefly taken by the southern states. The Navassa guano was sold cheaper and remained in Maryland. The stock in hands of agents at the close of the year was about 5,500 tons.

Hides.—The receipts of all kinds at this port in 1866 amounted to 178,794, including 40,941 from Buenos Ayres and Monte Video; 863 from the Pacific coast; 71,990 inland and coastwise; and 65,000 from Baltimore. The prices continued steady, but at a constant loss to dealers.

Leather.—The trade varied little from that of the preceding year; but prices ruled high, as will be seen from annexed Table, leaving small profits for tanners:—

PRICES of Leather on the 1st of each month, 1866.

	Spanish and Sole per lb.		Med. and Heavy City Slaughtered per lb.		Rough Skirting per lb.	
	cts.	cts.	cts.	cts.	cts.	cts.
January	40	to 50	45	to 50	32	to 38
February	40	47	45	50	32	38
March	40	47	45	50	32	38
April	38	45	45	50	30	34
May	38	45	45	50	30	34
June	38	45	45	50	30	35
July	38	42	45	50	32	37½
August	38	42	45	50	32	37½
September	38	45	45	50	32	38
October	38	45	45	50	32	38
November	38	45	45	50	32	38
December	42	44	45	50	35	40

Iron.—The results of the trade in this article were very satisfactory; the demand steadily equalled the supply; the product greatly exceeded that of 1865; and prices, compared with that year, ruled steady.

The nine blast furnaces in the immediate neighbourhood of Baltimore were, with two or three exceptions, in full operation throughout the year, and produced 300,000 tons, almost equally divided between charcoal and anthracite varieties. The rolling mills were in fair activity, but not so much so as when the late war created a large demand for the celebrated boiler iron of this place.

PRICES of Pig Iron on the 1st of each month for the year 1866.

		Baltimore Forge Charcoal. Per Ton.	Anthracite.					
			No. 1.		No. 2.		No. 3.	
			Per Ton.		Per Ton.		Per Ton.	
		\$ \$	\$ \$		\$ \$		\$ \$	
January	..	55 to 57½	50 to 51		48 to 49		43 to 44	
February	..	55 57½	50 —		48 —		43 —	
March	..	55 57½	49 —		47 —		43 —	
April	..	55 57½	48 49		44 45		41 42	
May	..	50 52½	44 45		40 42		36 38	
June	..	45 47½	45 —		42 —		36 —	
July	..	50 —	47 —		45 —		42 —	
August	..	50 —	48 —		45 —		43 —	
September	..	52½ —	48 49		45 46		42 43	
October	..	52½ —	48 50		46 47		43 44	
November	..	53 —	50 —		48 —		46 47	
December	..	53 —	49 50		46 47		44 45	

Coal.—The quantity of coal mined in Maryland (Piedmont and Cumberland districts) in 1866 was 1,079,331 tons against 903,495 ton in 1865; only 21,607 tons were exported. The price averaged at pit' mouth 1 dollar 50 cents, and at Baltimore 5 dollars 60 cents per ton, free on board; but a reduction in railway carriage to Baltimore will shortly take place, when the price here will probably be from 50 to 30 cents per ton lower. Pennsylvania supplied Baltimore last year with about 175,000 tons of hard coal (anthracite), at a price averaging from 9 dollars to 8 dollars 50 cents per ton. The exact total quantity of coal consumed at Baltimore and its neighbourhood I have not been able to ascertain.

Oysters and Canned Goods.—Baltimore continues the great centre for this class of goods, and the trade increased largely in 1866. The establishments prosecuting it numbered, at the close of the year, about 50; they employed more than 4,000 persons of both sexes in connection with shuckling, packing, &c. The oyster packing commences in September and continues to June, though the bulk of the hermetically sealed varieties is prepared for market before January, up to which time the oyster is in its perfection. From 6,000,000 to 7,000,000 bushels were brought to this market last year; about one-third of these were packed raw in cans (iced), and nearly 3,000,000 bushels were hermetically sealed.

The raw or fresh oyster branch gave employment to about 1,200 persons. The shucklers were principally negroes; while 2,500 persons—chiefly white—were employed in the trade connected with the hermetically-sealed oysters.

The average cost of these oysters during the past year was, as in 1865, 50 cents per bushel. The value of the hermetically-sealed oysters, fruit, and vegetables, was equal to 3,500,000 dollars, and that of the fresh oyster branch about 1,800,000 dollars; a total of 5,300,000 dollars.

The number of vessels engaged taking these oysters was about 1,100, of some 50 tons each, and nearly 600 vessels of larger size were employed in bringing them to this market.

During the summer and autumn months a very large number of persons is again required for packing, boxing, and shipping fruits and vegetables.

This trade has so rapidly grown to prodigious proportions within a few years as to excite astonishment with every one.

But, beside the use thus made of the oyster, its shells have proved of inestimable service to the State of Maryland as manure. The process is interesting, and may be thus briefly stated:—On large tracts of land where the pine-tree grows these trees are cut down, and the branches and brushwood left on the ground; the oyster shells are then piled about 18 inches deep on this wood, which is then fired, and the lime (burnt shell) forms a fine manure, which has proven of greater value for agricultural purposes than any other, natural or artificial, as it counteracts the defects of the soil in a large portion of this state. The lime from burnt shells is also much used for building purposes. Oyster-shells are further used for macadamising roads, and they answer this purpose admirably.

Petroleum.—The trade increased largely in 1866; a fact in part attributable to the abolition of the internal revenue-tax of 1 dollar per gallon, but mainly owing to the impetus given to refining here by large production in West Virginia.

The Baltimore and Ohio Railroad passing through the oil regions of that state, the facilities offered this city for obtaining crude petroleum are unequalled, and the refiners are able to offer great inducements to shippers—inducements which are rapidly drawing a very large trade to this place.

Last year 1,982,368 gallons of petroleum were shipped hence to foreign countries against 916,313 gallons in 1865, an increase of 1,065,055 gallons, and the quantity would probably have been doubled but for the want of refining capacity sufficient to meet the demand.

Thirteen or fourteen establishments were in operation most of last year. Several new refineries are now being projected, and a large building for the purpose is already in course of construction.

RECEIPTS of Petroleum at Baltimore for the past two years.

				Crude.	Refined.
				Barrels.	Barrels.
1866	..	..		131,362	7,751
1865	..	..		48,099	12,409

COMPARATIVE PRICES of Refined Petroleum on the 1st of each month for the past three years.

				1866.		1865.		1864.	
				Per gallon.		Per gallon.		Per gallon.	
				cts.	cts.	cts.	cts.	cts.	cts.
January	..	..		55	to 56	73	to 74	44	to 45
February	..	..		46	47	72	73	45	—
March	..	..		40	—	63	65	57	60
April	..	..		37	38	52	—	50	52
May	..	..		41	43	53	54	56	57
June	..	..		38	39	51	52	64	65
July	..	..		37	38	52	53	98	100
August	..	..		43	—	49	50	82	83
September	..	..		43	44	54	—	75	76
October	..	..		40	41	62	63	65	—
November	..	..		35	36	56	57	65	—
December	..	..		32	33	66	67	66	69

PROVISIONS.

Beef, Pork, &c.—The arrivals consisted of 6,148 tons, and 10,258 barrels and tierces of pork, bacon, and hams; 785 tons, and 11,979 barrels and tierces of beef; 1,790 boxes, 5,337 casks, and 131,817 loose joints of meat. The decrease of arrivals of these articles of food in 1866, compared with 1865, amounted to about 3,000 tons.

Lard.—The yield of 1865 and 1866 showed a large deficit, compared with previous years, yet the supply proved ample to meet the demands, and the business was unprofitable to dealers.

Butter.—The supply was greater than in previous years, and exceeded 3,500,000 lbs. Only about 130,000 lbs. were exported to foreign countries, and about 45,000 lbs. coastwise. About 2,000,000 lbs. were taken for home consumption, and the stock at the close of the year was estimated at 500,000 lbs.

PRICES of Provisions on the 1st of each month during the year 1866.

	Mess Pork per bbl.	Lard, brls. per lb.	Bulk Shlds. per lb.	Bulk Sides per lb.	Bacon Shlds. per lb.	Bacon Sides per lb.	Bacon Hams per lb.
	\$	cts.	cts.	cts.	cts.	cts.	cts.
January ..	30	19	13	16	15	19	23
February ..	29½	18½	12½	15½	15	17¾	23
March ..	28½	18½	12½	15½	14½	17	22
April ..	26½	18½	11¾	14½	13	16	21
May ..	29	19¼	12	15	13¼	16½	20
June ..	31¼	22½	13½	16¾	14¾	17¾	23
July ..	34	22½	15½	18¾	16¾	19½	23
August ..	33½	22	16¾	18¾	17¾	20½	23
September ..	34	21½	16¾	18¾	17¾	20½	24
October ..	34½	20	14¾	17½	17½	20	23
November ..	34½	15¼	15	16¾	16¾	19	23
December ..	33	13	9¾	..	14	15	20

COMPARATIVE PRICES of Mess Pork on the 1st of each month for the past three years.

	1866.	1865.	1864.
	Per barrel.	Per barrel.	Per barrel.
	\$	\$	\$
January ..	30.00 to 30.50	44.00 to 45.00	23.00 to 23.50
February ..	29.50 30.00	40.00 41.00	23.00 23.50
March ..	28.50 29.00	36.50 —	24.00 —
April ..	26.50 27.00	29.00 30.00	27.50 —
May..	29.00 29.50	28.00 28.50	29.00 30.00
June ..	31.25 31.50	26.50 27.00	35.00 36.00
July ..	34.00 —	27.00 28.00	45.00 46.00
August ..	33.50 —	33.50 34.00	42.00 43.00
September ..	34.00 —	32.75 33.00	42.00 43.00
October ..	34.50 34.62	37.00 —	44.50 45.00
November ..	34.50 34.75	33.75 34.00	44.50 45.00
December ..	23.00 24.00	30.00 31.00	41.00 41.50

FOREIGN EXPORTS of Provisions from Baltimore for four years.

			1866.	1865.	1864.	1863.
Beef	..	tierces	..	..	1,316	300
"	..	barrels	960	819	1,769	1,267
Pork	..	tierces	..	..	..	..
"	..	barrels	7,680	5,772	5,803	6,173
Bacon	..	boxes	..	..	..	10,038
"	..	lbs.	527,680	324,384	577,085	742,900
Lard	..	kegs	46,000	26,660	41,800	59,460

PRICES of Butter, per lb., on the 1st of each month in the year 1866.

			Glades.		New York State.		Roll.		Western.	
January	..	..	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
February	..	..	33	to 38	40	to 45	38	to 42	26	to 30
March	..	..	30	35	35	40	33	38	23	25
April	..	..	24	33	46	48	33	38	25	26
May	..	..	50	55	58	62	50	55	25	28
June	..	..	40	50	52	54	35	45	40	45
July	..	..	33	35	—	—	25	30	30	33
August	..	..	25	28	—	—	25	30	28	30
September	..	..	—	—	—	—	—	—	24	28
October	..	..	32	35	—	—	25	30	30	32
November	..	..	28	32	—	—	28	30	28	30
December	..	..	29	24	40	45	27	32	27	30

Salt.—The imports of last year show a very considerable increase, compared with previous years; and, in combination with earlier heavy stocks, reduced prices considerably during the first six months of the year. I annex Tables of imports for the last four years, and of monthly prices in 1866.

IMPORTS and Receipts of Salt at Baltimore for the past five years.

			1866.	1865.	1864.	1863.
Liverpool	..	sacks	193,059	69,918	114,236	59,573
"	..	coastwise	34,109	21,785	23,848	10,240
West Indies	..	bushels	112,624	77,963	77,978	25,956

PRICES of Salt on the 1st of each month for the year 1863.

			Liverpool, Sacks.				Turk's Island.	
			G. Alum.		Ord., Fine.			
			\$	\$	\$	\$	\$	\$
January	..	..	2.35	to —	3.75	to 4.25	60	to —
February	..	..	2.30	—	3.65	3.75	55	60
March	..	..	2.00	2.15	3.40	3.60	60	—
April	..	..	1.95	2.00	3.35	3.50	60	—
May	..	..	1.75	1.80	3.10	3.25	60	—
June	..	..	1.75	1.80	3.00	3.20	58	—
July	..	..	2.20	2.25	3.25	3.50	60	65
August	..	..	2.10	2.15	3.00	3.40	60	—
September	..	..	2.10	2.15	3.10	3.25	60	—
October	..	..	2.20	2.25	3.10	3.25	58	60
November	..	..	2.20	2.25	3.10	3.25	50	52
December	..	..	2.20	2.25	3.10	3.25	60	—

Molasses.—Imports from the West Indies were in increase, compared with 1865. The consumption was chiefly for boiling, two refineries here being now engaged in manufacturing sugar from this article. The trade demand was limited, syraps being generally substituted. The stock on hand at the close of the year was nominal. The cultivation of *sorgum* has increased very much. In the Southern States, during the war, when sugar and molasses were scarcely to be had, it mainly supplied their places; and it continues to be an important substitute for molasses, thereby greatly diminishing the demand for the imported article.

PRICES of Molasses, per lb., on or about the 1st of each month during the past year.

	Cuba Clayed.		Cuba Muscovado.		Porto Rico.		English Island.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
January	40	50	50	60	50	85	55	80
February	40	50	45	55	55	75	45	70
March	40	55	45	50	55	75	45	70
April	40	43	45	50	45	70	40	70
May	42	45	45	60	45	75	45	75
June	50	55	55	65	70	80	65	80
July	45	50	50	60	65	73	60	75
August	42	50	48	60	60	75	60	78
September	42	45	45	55	55	75	50	75
October	42	45	45	55	55	75	50	75
November	50	53	52	62	60	75	55	80
December	—	—	48	55	53	65	55	70

IMPORTATIONS of Molasses at the Port of Baltimore for the last five years.

	West Indies.			Coastwise.		
	Hhds.	Tierces.	Barrels.	Hhds.	Tierces.	Barrels.
1862	3,162	2,550	517	..	..	756
1863	5,380	1,466	608	32	..	3,297
1864	5,635	1,812	2,471	..	..	1,124
1865	6,146	1,160	406	454	..	2,300
1866	9,337	2,430	1,353	1,529	36	624

IMPORTS of Molasses from Foreign Ports, and Receipts from Coastwise Ports, for the past four years.

		1866.	1865.	1864.	1863.
Foreign ..	hhd.	9,337	6,146	5,635	5,380
" ..	tierces	2,430	1,160	1,812	1,466
" ..	barrels	1,353	406	2,471	608
Coastwise ..	hhd.	1,529	454	..	32
" ..	barrels	624	2,300	1,124	3,297

Sugar.—At the commencement of 1866 the stock consisted of 6,524 hhds., 3,613 boxes, and 3,000 bags; and the subjoined Tables show the imports during the year. The stock and imports being larger than any previous year, the market was heavy, leaving little or no profit to importers, the prices, as a general rule, favouring buyers; and this was more especially the case towards the close of the year, under the depreciation of the value of gold. The stock left on hand was 8,000 hhds., 7,700 boxes, and 11,476 bags.

PRICES of Sugar, per lb., on the 1st of each month, for the year 1866.

	Porto Rico.		Cuba.		English Isld.	
	cts.	cts.	cts.	cts.	cts.	cts.
January	12 $\frac{1}{4}$	to 14 $\frac{1}{2}$	11 $\frac{1}{2}$	to 14 $\frac{1}{2}$	11 $\frac{1}{2}$	to 14 $\frac{1}{2}$
February	12 $\frac{1}{4}$	14 $\frac{1}{2}$	11 $\frac{1}{2}$	14	11 $\frac{1}{2}$	14
March	11 $\frac{1}{4}$	13 $\frac{1}{2}$	10 $\frac{1}{2}$	13 $\frac{1}{4}$	10 $\frac{1}{2}$	13 $\frac{1}{4}$
April	11	13 $\frac{1}{2}$	10 $\frac{1}{4}$	13	10 $\frac{1}{4}$	13
May	10 $\frac{3}{4}$	13 $\frac{1}{4}$	10	12 $\frac{1}{2}$	10	12 $\frac{1}{2}$
June	11 $\frac{1}{2}$	14	10 $\frac{1}{2}$	13	10 $\frac{1}{2}$	13
July	11 $\frac{1}{2}$	14	10 $\frac{1}{2}$	13	10 $\frac{1}{2}$	13
August	11 $\frac{1}{2}$	14 $\frac{1}{2}$	10 $\frac{1}{4}$	13	10 $\frac{1}{4}$	13
September	11 $\frac{1}{2}$	14 $\frac{1}{2}$	10 $\frac{1}{4}$	13	10 $\frac{1}{4}$	13
October	11 $\frac{1}{4}$	14 $\frac{1}{4}$	10 $\frac{1}{2}$	13 $\frac{3}{4}$	10 $\frac{1}{2}$	13 $\frac{3}{4}$
November	11	13 $\frac{1}{2}$	10 $\frac{1}{2}$	12 $\frac{3}{4}$	10 $\frac{1}{2}$	12 $\frac{3}{4}$
December	10 $\frac{1}{2}$	13	9 $\frac{3}{4}$	12 $\frac{3}{4}$	9 $\frac{3}{4}$	12 $\frac{3}{4}$

IMPORTS of Sugar at Baltimore, from West Indies and Coastwise, for five years.

	Coastwise.		West Indies.	
	Hhds.	Barrels.	Hhds.	Bbls. & Boxes.
1862	7,605	..	25,659	..
1863	2,400	204	28,095	6,046
1864	2,646	..	19,611	5,146
1865	6,300	4,835	37,882	36,500
1866	955	1,938	49,922	48,319

TOTAL IMPORTS of Foreign and Domestic Sugar during the past three years.

			1866.	1865.	1864.
Foreign	hhd.		49,922	37,882	19,421
"	tierces		2,650	271	435
"	barrels		14,198	10,731	5,146
"	boxes		34,121	25,476	8,184
"	bags		14,574	6,620	12,814
Coastwise	hhd.		955	6,300	2,646
"	tierces		..	909	..
"	barrels		1,938	4,835	..

Tobacco.—The stock in warehouses, at the close of 1865, was 22,648 hhds., with inspections for 1866 of 47,660 hhds., making an aggregate supply of 70,308 hhds. Of the stock on hand at the close of 1866, say about 18,000 hhds., 6,000 hhds. Maryland, and 3,000 Ohio, were in first hands, the residue being owned by shippers, speculators, and manufacturers. Besides the above quantities, 4,500 hhds. Virginia leaf and stems were received from Richmond for shipment to Bremen and Holland. The closing prices were as follows:—

					cents.
Maryland—					
Frosted to common	..	..	..	per lb.	2 $\frac{1}{2}$ to 3
Sound	"	..	..	"	3 $\frac{1}{2}$ 4
Good	"	..	..	"	5 5 $\frac{1}{2}$
Middling	..	..	..	"	6 8
Good to fair brown	..	..	..	"	10 15
Fancy	..	..	..	"	17 25
Upper Country	..	..	..	"	3 30
Ground leaves, new	..	..	..	"	3 5

Ohio—

					cents.
Inferior to good common	..	..	..	per lb.	4 to 6
Brown and spangled	..	..	..	"	7 12
Good, and fine red, and spangled	..	..	..	"	13 17
Fine yellow and Fancy	..	..	..	"	20 30

Manufactured Tobacco.—This branch of trade assumed larger dimensions than for some years past: the receipts consisted of 58,450 packages. It will, however, take some time before it can approximate the figures which prevailed before the war, when the receipts exceeded 200,000 packages per annum. Before the war, tobacco was principally manufactured in Virginia, and much of it found its way to market through Baltimore. During the war, factories were established in the Northern States; and Virginia, not having yet regained her former status in the trade, Baltimore has of course shared her fate. Several of the large factories in Virginia are, however, being re-established; and there are already evidences of a return of the trade to its former channels.

The following were the prices which ruled during the greater portion of the year:—

Virginia Pounds.

					cts.	cts.
Fine bright	..	..	..	..	per lb.	100 to 125
Good bright sound	..	..	..	..	"	90 100
Medium bright sound	..	..	..	..	"	80 85
Fine, a little out of condition	..	..	..	..	"	65 70
Common sound	..	..	..	..	"	55 60
Other qualities, out of condition, range from	..	..	..	..	"	20 50
Black sweet, $\frac{1}{2}$ lb., sound	..	..	..	..	"	65 70
And as to condition, down to 20 cents.						

Western.

					cts.	cts.
Common to best, 5s. and 10s.	..	..	..	..	per lb.	50 to 75
" $\frac{1}{2}$ lbs. (dark)	..	..	..	..	"	55 70
" $\frac{1}{2}$ " (bright)	..	..	..	..	"	80 95
Common to good, lbs.	..	..	..	..	"	60 80
Extra fine	..	..	..	..	"	90 110
Navy, lbs. and halves.	..	..	..	..	"	55 72

The subjoined Tables relate to the tobacco trade in general:—

EXPORTS of Tobacco from the Port of Baltimore for the last
thirteen years.

		Bremen.	Rotterdam.	Amsterdam.	France.	All other Places.	Total.
		Hhds.	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
1866	..	15,205	15,198	4,192	6,320	10,559	51,469
1865	..	13,350	8,990	4,788	5,863	6,664	40,598
1864	..	15,680	12,287	4,940	7,459	4,660	45,052
1863	..	11,872	8,135	3,371	6,383	14,576	44,137
1862	..	15,172	12,557	6,318	4,471	16,929	55,477
1861	..	32,982	23,172	8,244	5,215	16,924	86,537
1860	..	24,700	22,700	5,244	6,325	8,869	68,334
1859	..	19,180	21,735	1,253	8,311	5,495	55,974
1858	..	16,542	18,059	3,825	16,935	11,173	66,532
1857	..	18,034	11,711	4,054	7,438	6,325	47,568
1856	..	20,612	14,215	7,779	4,891	8,301	55,792
1855	..	9,103	7,510	10	7,527	1,444	36,392
1854	..	18,016	7,407	5,683	10,180	4,006	45,198

SHIPMENT of Maryland and Ohio Tobacco from Baltimore, for
five years.

	1862.	1863.	1864.	1865.	1866.
	Hhds.	Hhds.	Hhds.	Hhds.	Hhds.
Bremen	12,280	10,288	15,469	13,788	15,205
Rotterdam	11,542	7,993	11,868	7,910	15,198
Amsterdam	8,024	3,370	4,837	4,753	4,192
England	3,827	3,109	2,467	1,084	682
France	4,470	6,383	7,457	5,863	6,320
Spain	6,296	5,050	2,280	5,212	818
Total	48,439	36,193	44,378	38,560	42,415
Inspections of Maryland and Ohio for the same period	55,053	53,708	50,733	40,875	47,094

PRICES of Maryland, Ohio, and Kentucky Tobacco, per 100 lbs., on the
1st of January, and about the same day each alternate month, 1866.

	January.	March.	May.	July.	September.	November.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Maryland—						
Frosted to common ...	3 to 5	3 to 5	3 to 4	2½ to 4	2 to 3	2½ to 3
Sound common ...	5½ 7½	5½ 7½	4½ 6	4½ 6	3½ 5½	3½ 5½
Middling ...	8 10	8 10	6½ 8½	6½ 8½	6 8	6 8
Good to fine brown ...	10 16	10 16	10 15	10 15	10 15	10 15
Fancy ...	17 25	17 25	17 25	17 25	17 25	17 25
Upper country ...	3 30	3 30	3 30	3 30	3 30	3 30
Ground leaves ...	3 12	3 12	3 12	3 12	3 12	3 5
Ohio—						
Inferior to good common	5 8	5 8	5 8	5 8	4 6	4 6
Brown and spangled ...	9 12½	9 12½	9 2½	9 12½	7 12	7 12
Good and fine red and spangled ...	14 17	14 17	14	4 17	13 17	13 17
Fine yellow and fancy...	20 30	20 30	20 30	20 30	20 30	20 30
Kentucky—						
Frosted lugs ...	6½ 7	6½ 7	5½ 7	...	...	...
Fair to good lugs ...	7½ 8½	7½ 8½	7½ 8½	...	...	...
Common to fair leaf ...	9 12	9 12	9 12	...	...	...
Good ...	12½ 16	12½ 16	12½ 16	...	...	...
Fine select ...	18 28	18 28	18 26	...	...	...

Whiskey.—This is the spirit principally consumed here. The receipts in 1866 consisted of 42,036 barrels, against 30,517 barrels the previous year. The market was very depressed. The failure of the efforts of Government officials to stop illicit manufacture—by seizure of numerous distilleries at New York, Philadelphia, and other places—proved a serious detriment to those disposed to act honestly and in good faith with the Government, and who paid the enormous tax of two dollars per gallon. The price of whiskey has scarcely ever been high enough to cover the excise and cost of distilling, and from prices quoted at foot the result may be easily inferred.

PRICES of Raw Whiskey, in barrels, at Baltimore, about the 1st of
each month, 1866.

	Price per gallon.		Price per gallon.
	\$		\$
January .. .	2·26 to 2·27	July .. .	2·28 to 2·29
February .. .	2·25 2·28	August .. .	2·26 2·27
March .. .	2·29 2·30	September .. .	2·34 2·35
April .. .	2·24 2·25	October .. .	2·40 2·42
May .. .	2·25 2·26	November .. .	2·38 2·40
June .. .	2·29 2·30	December .. .	2·35 2·37

Wool.—The aggregate receipts for the year amounted to 1,688,955 lbs., and were comprised of 588,955 lbs. foreign, and 1,100,000 lbs. domestic, showing a decrease of 158,125 lbs. foreign, and an increase of 10,850 lbs. domestic, compared with 1865. At the commencement of 1866, stocks were heavy and the market quiet, with receding prices. This continued for five months, when the tariff question, then before Congress, brought out the manufacturers, who, having small stocks, became eager purchasers in anticipation of increased duties. This caused prices to rise very considerably, but only for a couple of months. Since then, with the decline of the premium on gold, there has been a great depression in woollen goods; and this, coupled with the heavy taxation, induced many manufacturers to reduce their establishments, and others to cease work altogether. From these causes the wool-market became very dull, and prices closed below those of 1865. The total value of foreign and domestic wool received in 1866, amounted to 700,000 dollars.

The late Congress passed an Act raising the tariff on wool, thus:—*Unwashed wools*, valued at 30 cents per lb., to pay 10 cents per lb., with 11 per cent. *ad valorem*; valued above 32 cents, to pay 12 cents per lb., and 10 per cent. *ad valorem*; valued at 12 cents, to pay 3 cents per lb.; above 12 cents, to pay 6 cents per lb.; but *washed wools* are to pay *double duties*. The effect this will have on the market can scarcely fail to prove very disadvantageous to importers.

PRICES of Wool, per lb., on the 1st of each month, 1866.

	Unwashed.		Tub Washed.		Fleece.		Pulled.	
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
January	31	to 33	50	to 53	47	to 55	40	to 44
February	32	34	52	54	50	56	40	42
March	29	30	49	51	47	53	35	39
April	26	28	42	45	40	47	32	36
May	24	27	38	42	36	40	30	33
June	29	37	47	57	44	58	33	38
July	34	40	54	60	54	62	41	45
August	31	33	50	52	47	53	35	40
September	30	32	50	52	48	54	30	35
October	30	32	50	52	47	54	30	34
November	27	30	45	49	43	48	30	32
December	27	28	45	48	42	47	30	32

Lumber.—White pine lumber is an important article of trade here. The Susquehanna river, which empties into the Chesapeake bay, not far from Baltimore, runs through districts in Pennsylvania and New York, abounding with fine white pine timber, and a large quantity of the lumber comes down that river to this market. A Bill is now before the Legislature authorising the erection of a “Boom” near the mouth of the Susquehanna river, for the purpose of catching logs which would be floated down; and, in anticipation of the passage of that Bill, several saw-mills are being erected. If the boom is built, the cost of lumber will be very much reduced in this market, as the logs will be floated down the river; whereas, now the lumber has to be transported through canals, from the saw mills near the head of the river, and there is every prospect that that trade will increase. The lumber which comes from this source is of better quality than that coming either from the Eastern States, or the British provinces in Canada.

Dry Goods.—Under this denomination of merchandise in the United States is understood, the products of the spindle and the loom, classed

under the heads of wool, cotton, linen, silk, and miscellaneous. In consequence of the trade being chiefly carried on through New York and Philadelphia, it has been impossible to obtain reliable statistical information on the subject of its extent. The value of this class of goods imported into Baltimore, direct from abroad, in 1866, was 601,446 dollars (gold), an amount which only represents a small portion of the business. But even this amount exceeds the value of earlier direct importations—for instance, in 1864, it was only 49,122 dollars; and the increase is accounted for by facilities offered to dealers by steam communication with Liverpool, facilities of which merchants will probably continue to take advantage in order to save commission, charges, &c., at New York and Philadelphia; and in spite of the enormous duties on these articles, duties varying from 35 to 100 per cent., *ad valorem*; thus: flax goods 35 per cent., woollens 50 per cent., silks 60 per cent., cotton goods 35 to 100 per cent.

Tariff.—The effect of high duties on all kinds of merchandise has been, and continues to be, most disastrous to all branches of trade, save that of the manufacturers in the north, who are rapidly making large fortunes by the assistance of excessive protection. The importing merchant finds that consumers confine their purchases to the minimum of their requirements, and anything approaching to large stocks or speculation is too dangerous to be thought of.

The increase of cost of all merchandise imported into Baltimore may be estimated by comparing the amount of duties levied before the war, with that paid last year. Thus, in 1859, the total value of imports was about 11,000,000 dollars, whereon the duties levied amounted to 1,075,516 dollars; in 1866, the value of imports was only 10,000,000 dollars, and the duties paid 4,665,000 dollars, all calculated in gold coin.

Banks.—No new banks have been established since 1865; those now in operation number 19, with an aggregate capital of about 13,000,000 dollars; their business is entirely confined to ordinary banking, and they are supposed not to mix themselves up with financial speculations. Baltimore has also three savings banks, with deposits amounting, on an average, to about 8,500,000 dollars. A "Freedman's" savings bank has recently been established for the benefit of the Negroes, but as yet its operations are very confined.

Discount.—The rate usually charged by banks on first-class bills, is from six to seven per cent, but higher discounts are paid through brokers. Upon loans, on good security, the banks charge from six to eight per cent. per annum.

MONTHLY Statement of rate of exchange on London, at 60 days' sight, for 1866.

	Lowest.	Highest.
January	108½	109½
February	107	108½
March	106½	108½
April	106	108½
May	108½	109½
June	107½	110½
July	108	109½
August	105½	108½
September	105½	108½
October	106½	109½
November	108½	109½
December	109	100½

Insurance Companies.—Baltimore has only three Marine Insurance Companies, their actual capital amounts to 950,000 dollars; but their annual receipts of premiums are usually large, and, until 1866, averaged for some years 750,000 dollars; that year, however, proved very disastrous to shipping insured here, and no division of profits took place. Under ordinary circumstances the shareholders receive dividends varying from 10 to 20 per cent. on premiums. Individuals here do not, as in England, underwrite. The number of Fire Insurance Companies is 11; the average capital for each may be estimated at 200,000 dollars. The rate of insurance on merchandise, buildings, &c., is about 60 cents per 100 dollars—a rate which appears high, considering the small amount of property destroyed by fire—namely, through the efficiency of the Baltimore Fire Brigade, its steam engines, and the excellent supply of water. The dividends paid by these Companies are therefore good, and vary between 10 and 20 per cent. Of Life Insurance Companies, only two exist—each with a capital of 100,000 dollars; their business is small.

Besides these Companies there are 107 agents, representing various Marine, Fire and Life Insurance Associations in this country and abroad. Each agent pays 200 dollars a-year for his license—a tax yielding an annual revenue to the city of 21,400 dollars.

Population.—It is supposed that since the census was taken in 1860, the population of Baltimore, then 212,418, has considerably increased, and may now be estimated at about 300,000, of which number, some 30,000 are coloured people.

Rate of Living, Wages, &c.—In consequence of an almost burthensome taxation, heavy duties on all foreign merchandise, and an excise equally so on articles, of almost every kind, manufactured in the country, the rate of living, in all its branches, continues extremely high. Although, 1,332 permits were last year issued for the erection of new buildings against 720 in 1865, yet the rent of private dwellings continues to be raised, and, in consequence of increased population, it is difficult to obtain houses. The present high rate of wages, the equally high price of all building materials, and the constant fluctuations in the value of coin, make capitalists averse to invest money in house property, except at rents yielding high interest.

The following Table of rate of wages is made from an official report in December last. The rates quoted are rather under than above those actually paid:—

Rate of Wages without Board.

		Dollars.	
Bricklayers..	..	from 4·00 to 5·00	per day.
Blacksmiths, Carpenters, Cabinet Makers	..	2·50	3·50
Factory hands, males	..	2·50	3·00
females	..	1·00	1·50
Iron-founders and Machinists	..	2·00	3·00
Plasterers	..	3·50	4·00
Painters	..	2·50	3·00
Railroad Men	..	30·00	40·00 per month.

Rate of Wages with Board.

		Dollars.	
Chambermaids	..	from 7 to 9	per month.
Female Cooks	..	10	20
Female Upper Servants	..	14	20
Male Boy Servants	..	10	16
Male Servants	..	20	30

Emigration to Baltimore.—The number of Emigrants that landed here last year was 9,299, but all, save 178, proceeded westward. Bremen

supplied the largest number, and only 1,115 came from the United Kingdom (*via* Liverpool). I am informed that assurances have been received from Germany that numerous families, with small capitals of 800 dollars to 1,500 dollars, propose emigrating to this place during the present year, with a view to settling in the State of Maryland as agriculturists. The same class of persons, and agricultural labourers from the United Kingdom, would probably find profitable employment in this state, and artisans, factory hands and servants at Baltimore.

Public Works.—During the past year no railroads, canals, telegraphs, or similar public works of importance have been constructed. It is, however, now proposed to build a railroad from Baltimore, *via* Washington, to a point near the junction of the Potomac River with the Chesapeake Bay. Such a railroad would open up a large portion of the State of Maryland, where tobacco is grown, and could not fail to prove of great advantage to the trade of this port.

The Peabody Institute, endowed by Mr. George Peabody, and intended for public lectures and instruction, and a city almshouse were finished and opened for use last year. Several new churches and buildings for public and private purposes are now being erected.

Finances.—At the end of the fiscal year 1866 the position of the public debt of the city of Baltimore stood thus :—

	Dollars.
Bonded and guaranteed debt	22,006,951.47
<i>Assets.</i>	
Stock in Railroads, Canals, &c., all considered safe ..	14,640,949.63
Sinking Fund	4,865,001.76
Real Estate held by the City	130,186.00
Various Amounts due on Mortgages, &c.	2,048,375.00
	21,184,512.39
Balance to be provided for	822,439.08

General Remarks.—The Legislature of the State of Maryland has not issued any trade acts of importance since 1865; but the bankrupt law passed by the late Congress, establishing a uniform system of bankruptcy for the whole country, is a bill of great value to the commercial community of Baltimore. The act comes into operation at once, and probably at no period of the history of this country has such a measure been more desirable or necessary than at this moment. Its enactment has been hailed with general satisfaction by all parties. The good effects of this law will, however, mainly depend upon how it is administered, and experience alone can solve this question to the satisfaction of the commercial community in this country and abroad.

Baltimore, March 16, 1867.

GALVESTON.

Report by Mr. Acting-Consul Barnes on the Shipping and Navigation, Trade and Commerce, Agriculture, Population, Immigration, and Industries of the Consular District of Galveston, for the year 1866.

SHIPPING AND NAVIGATION.

AMOUNT and nationality of shipping engaged in the foreign trade at the port of Galveston, during the following years :—

IMPORTS.

	1856.		1857.		1858.		1859.		1860.		1865. from August 1.		1866.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British ...	1	191	1	524	2	487	5	1,409	16	5,660	26	5,240	38	9,037
America, U.S. ...	12	4924	9	2,069	18	6,612	35	16,610	28	13,878	4	1,054	19	6,533
French ...	...	...	...	...	1	250	1	248	...	...	1	370	2	751
Hanseatic ...	13	5422	8	3,697	8	4,516	13	7,148	13	6,563	3	1,157	9	4,091
Oldenburgh ...	2	414	1	446	3	1,768	2	789	6	2,388	2	875	1	257
Prussia ...	...	...	...	...	1	247	...	...	...	...	1	189	2	461
Russia ...	...	...	...	...	...	...	1	338	...	...	...	...	1	218
Holland ...	...	...	...	...	...	...	1	203	...	...	2	566	1	278
Hanoverian ...	...	...	...	...	...	...	...	...	1	498	1	659	1	95
Mexican ...	...	...	...	...	...	...	...	...	...	...	10	323	11	361
Norwegian ...	...	...	...	...	...	...	...	...	1	300	2	509	1	366
Danish ...	...	...	...	...	...	...	...	...	...	...	...	...	3	495
Italian ...	...	...	...	...	...	...	...	...	...	...	...	...	1	201
Spanish ...	...	...	...	...	...	...	...	...	...	...	...	...	1	80
Total ...	28	10,951	19	6,736	33	13,880	58	26,745	65	29,287	52	10,942	92	23,229

It will be seen from the above return that British interests in this city have greatly increased since the war and bid fair, in a few years, at the present rate of progression, to become of vast importance.

Amount and nationality of shipping engaged in the coasting trade at the port of Galveston during the following years :—

ENTERED.

	America, United States.	
	Number.	Tonnage.
1856	217	109,755
1857	248	161,017
1858	356	206,757
1859	491	244,148
1860	483	247,504
1865 (from Aug. 1) ..	227	68,842
1866	1283	447,795

The immense increase in the coasting tonnage for 1866, may be partly accounted for by the rapid growth of the population throughout the state, consequently needing more supplies, also for the large demand for lumber which has existed to meet the requirements of the city.

Navigation.—During the past year the entrance to the harbour has been seriously impeded by the accumulation of sand on the inner bar, which renders it dangerous for vessels, drawing more than nine and

a-half feet of water, to pass over, unless on the top of a high flood-tide. This has to some extent affected the prosperity of the port, and caused heavy loss to underwriters. The citizens, alarmed at the prospect of the harbour being rendered useless, a few months since sent the Collector of Customs to represent the matter at Washington, and, in compliance with his application, a Board of Survey was granted to examine and report on the condition of the bar.

As the bar of Galveston is the only one on the Texas coast over which sea-going vessels can pass, it is highly probable that energetic measures will be adopted to remedy this great evil.

There are no docks here or conveniences of any kind for the repairing of vessels, which often results in great expense and the loss of much valuable property; the British bark, "The Prince," of Bristol, which is now lying a wreck in the harbour, could have been saved, had there been any facility for placing her under an examination, when the marine worms were eating through her timbers.

TRADE AND COMMERCE.

The amount and destination of cotton exported from the Gulf Ports, within the Consular District, during the following years, ended August 31st:—

	1856.	1857.	1858.	1859.	1860.	1866.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Great Britain.. ..	19,661	9,792	33,933	46,623	83,972	60,127
France.. ..	5,166	4,428	1,689	7,875	5,471	1,739
Other Ports of Europe.	9,175	6,687	14,716	23,036	20,659	3,014
Coastwise	83,515	68,640	94,011	111,672	139,767	116,383
Total	117,517	89,547	144,349	189,206	249,869	181,263

The falling off in the export of cotton is attributable to the decrease in its production, in consequence of the exhausted and unsettled condition of the country at the close of the war, and the great change which the emancipation of the slaves has produced in the system of labour. The number of bales of cotton received at the Gulf Ports of Texas in 1866, was 175,011, against 252,424 in 1860.

Statement of sundry articles shipped from the Gulf Ports of Texas, from the 1st September, 1865, to the 1st September, 1866:—

Number of Bales of Wool of 500 lbs. each	..	..	25,630
" Hides averaging 22 lbs.	"	..	150,000
" Horned Cattle	..	..	20,800

Besides the horned cattle shipped from the Gulf Ports, an immense number is sent out of the state across the Mississippi, according to the best calculations not less than 100,000 have been transported in this way during the past year.

The following is a statement of the average prices of sundry articles, from the 1st January, 1866, to the 1st January, 1867:—

	£	s.	d.
Bagging, India	per yard	0	1 0 $\frac{3}{4}$
Rope, Manilla (imitation	per lb.	0	0 10
Butter, Goshen	"	0	1 8
Cheese	"	0	0 10
Coffee, Rio, fair	"	0	0 10 $\frac{3}{4}$
Corn, Indian white	bushel of 56 lbs.	0	4 1
Cotton, middling	per lb.	0	1 1 $\frac{1}{2}$
Flour, extra.. ..	"	0	0 5 $\frac{1}{2}$
Hides, dry	"	0	0 4

					£	s.	d.
Pork, Mess	per barrel of 200 lbs.	5	4	11½			
Potatoes	per barrel	0	15	3½			
Rice, Carolina	per lb.	0	0	5			
Salt, Liverpool, coarse	per sack	0	7	3			
Sugar, Texas, choice brown	per lb.	0	0	5			

The great increase in the prices of some of the above articles of foreign importation during the past year, as compared with what they were before the war, arises partly from the operation of the United States' tariff: thus, on coffee, there is an import duty of 2½d. per lb., and on salt of 1s. per 100 lbs.

The following Tables exhibit the value of foreign imports and exports at the port of Galveston during the following years:—

	Imports.	Exports.
	£	£
1856	44,230	306,372
1857	33,542	400,746
1858	30,123	528,525
1859	94,584	1,821,636
1860	103,800	1,039,021
1866	118,707	1,778,401
Total	424,986	5,874,701

The following report, obtained from the custom-house, shows the amount of trade at the port of Galveston for the year ended September 30th, 1866:—

EXPORTS, FOREIGN.

	Foreign Money.	English Money.
	\$	£ s. d.
Cotton (49,711 bales)	9,669,515	1,997,883 13 4
Corn (to Mexico)	3,832	791 14 6
Flour	1,250	258 5 3½
Machinery	15,000	3,099 3 5½
Gins	1,800	371 18 0
Wine	360	74 7 7
Total	9,691,757	2,002,429 2 1

EXPORTS, COASTWISE.

	Foreign Money.	English Money.
	\$	£ s. d.
Cotton (75,082 bales)	11,108,730	2,295,192 2 11½
Hides	13,223	2,732 0 5¾
Wool (16 cents per lb.)	1,951,360	403,173 11 0½
Cattle (3,973)	79,460	16,417 7 1½
Leather (40 cents per lb.)	7,880	1,628 1 11½
Bacon (14 cents per lb.)	97,230	20,088 12 6
Sundry Articles (about)	100,000	20,661 3 1½
Total	13,357,880	2,759,892 19 2½

					EXPORTS.			
					Foreign Money.	English Money.		
					\$	£	s.	d.
Foreign	..	..	..	..	9,691,757	2,002,429	2	1
Coastwise	..	..	..	..	13,357,880	2,759,892	19	2½
Total	..	..	..	..	23,049,637	4,762,322	1	3½
					IMPORTS.			
Foreign	..	..	..	..	535,499	110,640	5	9½
Coastwise, estimated value	..	..	..	..	30,734,124	6,350,025	12	4½
Total	..	..	..	..	31,269,623	6,460,665	18	1½

Number of vessels entered and cleared 2,378, measurement 883,653 tons.

Duties on foreign imports amounted to about 60 per cent., being 322 264 dollars.

During the past year, the city of Galveston has made rapid strides in wealth and prosperity. Before the war, the population was about 10,000, it is now nearly 20,000, or twice that number. A charter has been granted by the legislature for the construction of street railroads, one of which has been completed for a distance of nearly two miles. New wharves and cotton presses have been erected at a vast expense. Two National Banks have been established with a capital of 200,000 dollars each. Several lines of steamships have been put on to New Orleans and to New York. Twenty large, handsome, three-story iron-front buildings have been built, besides over 1,200 habitations. The streets present an air of bustle and activity not often seen in much larger cities.

Rents, however, are very high, and so are all kinds of labour, building materials, and the necessities of life.

AGRICULTURE.

In a state of such vast extent as Texas, there will naturally be a large variety of climate, soil and production. Some products are common to almost all parts of the state, of these, corn (Indian) is not only the most important, but is the most easily raised, and conduces, in a large degree, towards the home support of the people. Potatoes and vegetables are also cultivated with little labour and expense.

Cattle, sheep, horses, and hogs, thrive in nearly all parts of the country. The western portion of Texas, although not well adapted for cultivation, furnishes pasturage for innumerable herds of cattle, which can be reared to an illimitable extent, and sent to market with no other expense, the year round, than that of herding and branding.

Some of the finest sheep ranges may also be found in this part of the state, and men of small means have amassed large fortunes by careful attention and a judicious mixture of stock.

The cotton region of Texas comprises about one-third of its area; the bottom lands of the Brazos, Colorado, Oyster Creek, Old Caney, Sabine, the Trinity and Red River are the best adapted for its production, and, in ordinary seasons, will yield one bale of 500 pounds per acre.

The vast wealth of the cotton region of Texas is still undeveloped, and millions of acres of the finest cotton lands are still lying useless, as they were 50 years ago.

The cotton crop of the whole state, for the past year, will amount to 200,000 bales, averaging about 490 lbs. to the bale : the average crop, before the war, nearly 300,000 bales. A large portion of the cotton produced in Texas, in the absence of railroads, which would otherwise convey it to this city, is taken to New Orleans by way of Red River and the Mississippi ; the remainder is chiefly shipped from this port.

The wheat region of Texas, though not so large as that adapted to cotton, comprises some 30 counties, having an area of more than 27,000 square miles, it includes the north-western portion of the state, where the soil and climate are exceedingly well adapted for its successful cultivation.

Some idea of the steadily increasing importance of this product may be formed from the fact, that more than 7,000,000 bushels of wheat were produced during the past year, against 50,000 bushels in 1850 ; yet this quantity will be considerably enlarged when the country is opened up by railroads, and greater facilities are offered for exportation.

Such is the congeniality of climate and soil, that Texas wheat matures at least six weeks earlier than in any other portion of the United States, and new flour can be manufactured in the beginning of June ; this will always give it an advantage over any other market.

The growth of wheat has received a great impetus since the close of the war, through the influx of immigrants from the neighbouring states, those who have capital can purchase lands in any quantities at from two to three dollars per acre, and those who have not the means can always find employment with good wages, which, with a little thriftiness, will soon enable them to become proprietors, and to cultivate the soil on their own account.

The common sugar-cane grows luxuriantly in some portions of the valleys of the Brazos, Colorado and Trinity ; but owing to the want of capital, also to the great expense of sugar-houses and machinery, it is cultivated to only a limited extent. The annual production is between 7,000 and 8,000 hogsheads.

Tobacco, rice, hops, flax, and hemp, can be produced in various parts of the state.

POPULATION AND IMMIGRATION.

The population of Texas, including whites and blacks, is generally believed to be from 1,000,000 to 1,200,000 ; but in the absence of statistical information, this report cannot with safety be relied on.

During the war, and since its close, a large immigration has taken place from the adjoining states, and since the ports have been opened, several thousands have arrived from the north and from Europe ; it is the opinion of our most intelligent citizens, that within the next ten years, Texas will be one of the most populous states in the Union.

Great efforts are being made to induce immigrants to settle here ; companies have been organised, subscriptions raised, and agents engaged to further this object.

Prospectuses have been issued setting forth the advantages of climate, soil, and production.

Private individuals have also brought a number of labourers into the state to meet their own requirements, and it appears to be the general desire to supersede, as far as practicable, black with white labour.

INDUSTRIES.

The manufacturing industry of Texas has received a considerable impetus since the close of the war, and many Acts were passed by the late Legislature incorporating various companies. The numerous cotton and wool factories, now in existence, turn out about 11,000 yards per day.

As the raw material can be obtained on the spot, a great saving is effected in commissions, freight, and charges of different kinds.

Numbers who, before the war, depended entirely upon agricultural pursuits, are now investing their capital, and devoting their attention to the production of cotton and woollen fabrics.

The profits generally resulting from these undertakings are enormous, and this of itself will serve as an incentive to further exertions.

Several large orders have been sent to England for machinery to establish new mills, and it appears to be the determination of the people to supersede the Northern and European goods, as far as practicable, by those of home manufacture.

RAILROADS.

With regard to the railroads of the state, I have nothing to add to my last year's report, except that the Houston, Texas, and Central Railroad has been extended a distance of 18 miles.

Great anxiety is felt for the welfare of this road, inasmuch as it is intended to penetrate the great wheat region, which, when accomplished, will immensely lessen the cost of transportation on this article, and lead eventually to its being one of the chief exports of the state.

Galveston, 1867.

